



Section Three

Resilient communities



We will respect local autonomy while working together to improve the lives of year-round residents and seasonal guests.

Chapter 1. Distinctive Major Cities

Regional Context

The two most densely populated cities in the Teton View Region – Jackson, Wyoming, and Rexburg, Idaho – are each at the center of two distinctive micropolitan areas and serve as cultural, educational, and retail destinations. As host to Brigham Young University-Idaho (BYU-I), Rexburg is the educational center of the region, while Jackson thrives as a destination resort area that caters to local, national, and international visitors. Both cities share the goal of being sustainable and resilient communities.

According to the Regional Analysis of Impediments, the four counties that comprise the Teton View Region contrast sharply when it comes to the cost of housing, with the biggest contrast between Jackson, Wyoming and Rexburg, Idaho. However, these two communities are closely aligned in terms of affordability relative to incomes when the cost of utilities and commuting to work are considered.

In response to the quality of life survey distributed as part of the regional plan, residents identified clean air, fresh water, and outdoor recreation as reasons they choose to live in these two communities. Residents in Rexburg also appreciated their educational opportunities.



Jackson, Wyoming

The Town of Jackson, Wyoming, is a major gateway to Yellowstone National Park, Grand Teton National Park, Bridger-Teton National Forest, and the National Elk Refuge. Jackson's natural setting is an important aspect of the high quality of life that residents enjoy and is key to drawing visitors from around the globe.

In order to help preserve its important natural resources and wildlife habitat, the Jackson community has made active growth management a key component of the Jackson/Teton County Comprehensive Plan.²¹ For example, the Comprehensive Plan directs growth away from rural areas to complete neighborhoods within the community. Although most parcels of land are developed within the corporate limits of the Town of Jackson (only 12 percent of the land is vacant), significant additional development could be permitted through infill and redevelopment, of suitable parcels.



There is also strong support for ecosystem stewardship and environmental sustainability in Jackson. In addition to the Comprehensive Plan's growth management guidelines and code that emphasizes transfer of development rights, additional regulations focus on and encourage environmentally sustainable development. The Town of Jackson has taken the initiative to set an example and install solar panels at the wastewater treatment plant and on bus shelters. Other sustainability initiatives include a Vertical Harvest project and county operated recycling and composting programs. One of the greatest contributions to the local sustainability initiative is the effort to reduce vehicle miles travelled. The START bus system is a year-round public transportation system that operates weekday commuter routes over to Teton County, Idaho and is partially funded by the Town of Jackson, Teton County, and federal funds.

Because Jackson's population has nearly doubled over the last 20+ years, its relaxed and near pristine outdoor setting is threatened by increasing congestion and rural sprawl. Additionally, the area experiences large seasonal fluctuations in population and commerce due to the enormous influence of visitors to the national parks, other public lands, and the abundance of recreational attractions in the Jackson area.

²¹ AECOM, Clarion Associates, Collins Planning Associates, Fehr & Peer. (2012, April 6). *Teton County Wyoming Comprehensive Plan*.

The Sustaining Jackson Hole report contains additional information on summer, winter, and shoulder season recreational activities and visitors.

Although the Town and County have been working to smooth out seasonal population and economic fluctuations by promoting off-season activities, challenges remain. According to the Housing Needs Assessment report, workforce housing is in short supply and is too expensive for many households to afford. With demand for workforce housing increasing faster than the supply, the rental market has become very tight. As a result of these housing issues, more than 80 percent of residents consider affordable housing to be a moderate or major threat negatively affecting quality of life.



Rexburg, Idaho

Known as “America’s Family Community,”²² the City of Rexburg has a history of creating a safe, family-oriented atmosphere supported by educational institutions. In 1888, just five years after the city was founded, Ricks Academy was established, which later became Ricks College. In 2001, this two-year college officially became BYU-Idaho (BYU-I), the only four-year liberal arts university in the Teton View Region.

The presence of BYU-I in Rexburg creates a small cultural hub and brings some diversity to the population. Students from 60 countries and nearly all 50 states attend BYU-I. Rexburg is also the host city for the annual Idaho International Summerfest where dance teams from all over the world share their talents and culture.

In addition to being the central cultural component of the Rexburg community, BYU-I serves as a catalyst for growth. BYU-I attracts educators and students to the community and will continue to have a major impact on the population over the next several decades as enrollment increases and the University works to increase its capacity. With students making up approximately half of the current population, Rexburg has grown considerably in the last two decades, from 14,330 in 1990 to 26,520 in 2013 due to the University.

²² City of Rexburg website, www.rexburg.org, accessed February 10, 2015



The effects of population growth have been felt throughout the city. Thousands of new multi-family dwellings have been constructed, and apartments continue to spring up. Many single-family neighborhoods have begun transitioning to more dense housing, including dormitory housing. Population increases have also made it possible for new commercial developments to become established and for local businesses to expand.

This growth has also stimulated reinvestment in the downtown, which is a goal strongly supported by the city and embodied in the downtown blueprint or revitalization plan. This plan responds to the desires of residents

to maintain a community where the downtown functions as the core from which the rest of the community radiates. Success of this effort is dependent on grassroots efforts and support from the downtown business and property owners.²³

There many other plans and efforts in place to help support growth in Rexburg. The design and layout of the original city plat reflects the vision of the pioneers who settled the region, and road systems conform to a “grid” layout, which makes it easier and more cost-effective to extend roads and utilities into new growth areas.

²³ *Cooper Roberts Simonsen Associates, and Lewis Young Robertson and Burningham. (2008) Rexburg 2020 Comp plan.pdf. Retrieved from i-way.org/LiteratureRetrieve.aspx?ID=37551.*

Some of these new growth areas have been recently annexed by the city, and the city has annexed more land in the past few years than it has during its entire history, dramatically illustrating the city's growth. Planning efforts include a new transportation plan that was developed collaboratively by the city and county. Even neighborhood associations are becoming more involved with city government in assessing and making recommendations on growth issues that impact the community.

Themes and Strategies

Theme 1.1: Protect and interpret the historical and cultural heritage of each major city as a means of preserving community integrity.

Communities in the region value their distinct cultural heritage while striving to be vibrant economies. Through the protection of special areas or sites with cultural, historical, or local significance, the region can draw upon the history of the communities to guide their future development and preserve community character.



The Idaho International Summerfest has grown to become an important regional cultural event.

SOURCE: <http://rexburgchamber.org/events/idaho-folk-dance-festival/>



Distinctive Major Cities and their Micropolitan Areas

FIGURE 7.

Rexburg, ID, (population 26,520) and Jackson, WY, (population 10,135) are the two largest cities in the four county region. They act as regional hubs and serve as centers of commerce for their surrounding micropolitan areas.

Legend

- | | |
|----------------------------|-----------------------------|
| ● Distinctive Major Cities | Micropolitan Areas |
| ○ Small Cities | ■ Rexburg Micropolitan Area |
| | ■ Jackson Micropolitan Area |

Jackson Hole and Yellowstone Sustainable

Destination Program – [http://sustainabledestination.org/wp-content/uploads/2014/01/jackson-hole-and-](http://sustainabledestination.org/wp-content/uploads/2014/01/jackson-hole-and-yellowstone-sustainable-destination-program-plan1.pdf)

[yellowstone-sustainable-destination-program-plan1.pdf](http://sustainabledestination.org/wp-content/uploads/2014/01/jackson-hole-and-yellowstone-sustainable-destination-program-plan1.pdf)

Strategies:

- Partner with local historians, schools, and volunteers to create an inventory of significant historic, archaeological, cultural, and architectural resources.
- Launch programs to protect those historic, archaeological, and architectural resources of greatest public value.
- Consider regulatory options and official designations from the State Historic Preservation Office to protect the highest priority historic resources.
- Explore and facilitate grant opportunities for building restoration, adaptive reuse, and historic inventories.
- Support the expansion of cultural venues that are focused on improving visitor experience.



Jackson and Teton County's Comprehensive Plan ensures that 60 percent of development occurs in complete communities and not in rural areas and that the majority of the workforce must have the option to live in these communities through a progressive housing program. They monitor this annually through an adaptive management program. Currently 70 percent (see page 100) of people who work in Jackson and Teton County Wyoming also live there. This is rivaled only by the resort Town of Whistler in Canada, who has achieved the same success.

Theme 1.2: Encourage managed growth, access to services, and a healthy economy through sustainable land use planning.

The Town of Jackson and surrounding Teton County updated their Land Development Regulations (LDRs) in order to strengthen their ability to implement their jointly-adopted 2012 Comprehensive Plan and remove barriers to more sustainable growth in the town and county. The vision for Jackson and Teton County, Wyoming, is to achieve a healthy environment, community, and economy by achieving three mutually supportive common values:

- Ecosystem Stewardship
- Growth Management
- Quality of Life²⁴

The primary vision of the City of Rexburg Comprehensive Plan is to ensure that qualities such as recreational opportunities and mixed land uses, are maintained, preserved, and enhanced. A key focus of the plan is encouraging infill and redevelopment. The city has recently implemented an Infill Redevelopment Standard Method for identifying prime areas for redevelopment with a scoring method based on the following:

- Protection of stable non-fragmented single family neighborhoods
- Identification of vacant and underutilized lots
- Proximity to existing utilities
- Distance from significant locations and amenities

- Availability of street access
- Historic qualities and desire for preservation²⁵

Strategies:

- Promote compact development in key infill areas where amenities and utilities are available to reduce cost of services.
- Limit densities in hazard prone, rural, natural, and sensitive areas.
- Encourage development to be located away from sensitive visual, environmental, and agricultural areas to create an atmosphere that promotes tourism and high quality of life.
- Coordinate city and county planning through joint planning processes, mutual agreements, or concepts including impact zones.
- Ensure compatible planning efforts and the application of consistent regulations in the areas adjacent to each city.
- Design downtowns as the center and heart of each city – an attractive and dynamic place for residents, shoppers, civic users, students, and business owners.
- Pursue local and inter-city transit options for each city’s workforce that is frequent, reliable, and provides options for shift workers. Ensure all transit is connected to secondary transportation systems, including bike/pedestrian facilities.

²⁴ Western Greater Yellowstone Consortium. (2013, April 17) Jackson-Teton Audit Diagnosis of Land Development Regulations.pdf. Retrieved from <https://sustainableyellowstone.org/library>

²⁵ Rexburg Planning Interview, 2014

Theme 1.3: Create local, living-wage jobs and strengthen each city's diverse business climate.

Strategies:

- Support new forms of businesses that allow residents to work in the place they live including live-work opportunities, technology centers, co-location, resource-sharing arrangements, and home businesses.
- Study how the two cities might benefit one another given labor shortages in Jackson and labor surpluses in Rexburg.
- Improve regional networks among existing businesses in both cities and explore benefits of local, state, and federal business-support programs.
- Participate in regional and statewide business recruitment programs to increase their awareness of our large city offerings.
- Pursue innovative and creative industries that have the option to locate in the two cities, adjacent to many outdoor attractions.

Theme 1.4: Improve access to workforce housing through programs that expand the supply and variety of housing types.

Jackson and Teton County, Wyoming, have the most extensive affordable housing production programs and development requirements of all jurisdiction within the Teton View Region. However, these areas still have the tightest rental market, highest priced ownership market, and are struggling to keep pace with

the rising numbers of jobs. Development and redevelopment constantly threatens to reduce the existing affordable housing stock in the area. Although Jackson has a town goal to house 65% of its workforce locally and has an immediate need for more affordable rental units, current densities on the limited amount of available land for construction may not be in line with these goals. Jackson should identify areas where increased density for affordable housing is appropriate and determine ways by which density could be increased. All households, particularly families looking to buy and cost-burdened Hispanic/Latino households, can benefit.

Rexburg has the highest densities zoned and permitted in the Teton View Region, but still has housing related challenges. Rexburg, which could likely double in size under current zoning and growth pressures, has had the majority of new development in large multi-family apartment projects. In light of this trend, Rexburg should continue to ensure that large-scale apartment and multi-family unit developments do not displace other housing options for those who work in the community. Likewise, it is important for the city to preserve single-family neighborhoods for ownership, provide a mix of ownership opportunities for seniors looking to downsize and families wanting to purchase homes, and possibly incentivize large-scale developments

in parts of the city (e.g., near campus). The city should work with BYU-I to coordinate the needs of both the city and the university and ensure zoning and development meets the needs of the whole community rather than just certain segments.²⁶

Strategies:

- Locate higher density housing in each city in targeted areas in order to meet workforce housing needs (e.g. complete neighborhoods).
- Locate and design these areas in a way so as not to detract from the overall community character and mix with other housing types.
- Require or encourage employers to provide housing for workers on or off-site to accommodate the demand generated by these projects.
- Explore incentives to build a variety of denser housing, including density bonuses and height bonuses.
- Encourage large employers to provide housing assistance to their employees.

- Seek funding sources to offset the cost of providing housing to families in the most need.
- Continue to encourage the coordinated activities of the Jackson/Teton Housing Authority and non-profit housing groups in meeting the housing needs for all affordable housing income ranges.
- Provide a one-stop-shop organization(s) to be a coordinated and accessible resource for housing in Rexburg.
- Provide a coordinated resource for renters to locate information about rental properties and options – including low income and market rate rentals – for English and Spanish-speaking residents alike.
- Create a policy or Language Access Plan defining Spanish communication practices and explore opportunities to share interpreter and translation services.

²⁶ Rees Consulting Inc, WSW Associates, Frontier Forward LLC, RRC Associates LLC (2014, December 30) *Western Greater Yellowstone Area Regional Analysis of Impediments.pdf*. Retrieved from <https://sustainableyellowstone.org/library>.





Moving Ahead with Common Purpose:

Our Distinctive Major Cities

Three cooperative initiatives and six locally defined projects are outline below for Rexburg and Jackson and their individual micropolitan areas. The two major cities will coordinate with their respective county governments to respond to the impediments to fair housing compliance cited in the Regional Analysis of Impediments and the recommendations in the referenced multi-modal, economic and land use studies.

Presented as “Tales of Two Cities,” nine of the projects and initiatives are considered to be near-term priorities for those local governments willing to lead, co-lead or partner on their implementation over the next one-to-three years. One project is shown as having a longer-term horizon for action (three-to-five years out).



Table 5. Tales of Two Cities (TTC) Implementation Priorities

Number	Local/Micropolitan Area Near-Term Priorities	Willing to Lead/Co-Lead	Willing to Partner	Potential New Partners
TTC.2	Code Updates for Fair Housing Compliance – Teton County, WY	Town of Jackson Teton County, WY		
TTC.3	Jackson Hole Workforce Housing Initiative	Town of Jackson Teton County, WY	City of Victor	
TTC.4	A Regional Transportation Authority for Jackson Hole	Town of Jackson Teton County, WY	City of Victor Teton County, ID	
TTC.5	A Madison-Fremont Housing Authority	Madison County Ashton Community Foundation	Fremont County	
TTC.6	Fair Housing Policies/Procedures: Rexburg Micropolitan Area	Madison County	Fremont County	
TTC.7	Code Updates for Fair Housing Compliance – Madison County	Madison County	City of Rexburg	
TTC.8	Wastewater Treatment Demonstration Projects	City of Rexburg Fremont County Ashton Community Foundation		
TTC.9	Rexburg Transit Feasibility Study	City of Rexburg	Rexburg Chamber currently leads Idaho Transportation Department	
TTC.10	Jackson-Rexburg Workforce Connection	City of Rexburg	Town of Jackson City of Victor	Jackson Hole Chamber of Commerce

Number	Long-Term Goal	Explanation
TTC.1	Greater Yellowstone Framework Certification – Jackson/Teton County	Although an audit of their land development regulations has determined that GYF certification would be likely if pursued, the Town of Jackson and Teton County will wait until a new certifying authority becomes active.



Jackson Micropolitan Area

These four projects/initiatives directly affect the Town of Jackson and Teton County, Wyoming, and indirectly affect Teton County, Idaho, home of many workers who commute to Jackson.

PROJECT TTC.1 – GREATER YELLOWSTONE FRAMEWORK CERTIFICATION – JACKSON HOLE

Summary: In 2013, under a HUD technical assistance grant, the town of Jackson and Teton County, Wyoming, performed an audit of their land development regulations as they relate to sustainability and environmental responsibility. An assessment of achievable points was made under the local government version of the Greater Yellowstone Framework for Sustainable Development. Both entities achieved similar scores for Gold certification under this analysis, with particular strengths in the areas of Land Use and Conservation, Biodiversity, Transportation and Connectivity, and Community Vitality. Submission for first-ever certification under Version 2.0 of the GY-Framework for Local Governments would occur under this project, with the required third-party evaluation.

Measure: Development in City Centers; Regional Transit Connectivity, Wildland Urban Interface Development

Plan Theme: 1.2 – Encourage managed growth, access to services and a healthy economy through sustainable land use planning.

Source: A.2 – Diagnosis of Land Development Regulations Project





TTC.2 CODE UPDATES FOR FAIR HOUSING COMPLIANCE, TETON COUNTY, WY

Summary: Teton County, Wyoming, and the Town of Jackson both permit group homes within their development codes as an “institutional residential” use, but have slightly different definitions. To reduce confusion among developers, Jackson and Teton County, WY, would explore using a common group home definition. Each entity also would review (and modify, if needed) zoned densities to ensure needed diversity in type and affordability of product for protected classes. Specifically Jackson would review its zone densities in light of the town goal to house 65% of its workforce, as well as its immediate need for more affordable rental units. The town/county could identify areas where increased density for affordable housing is deemed appropriate and determine ways by which density could be increased in tandem with other site aspects. Use of accessory dwelling units is one method that may be explored where code modifications may be necessary.

Measure: Housing Cost Burden

RAI Impediment: 6. Jurisdictions can improve aspects of their development codes to help incent or create fair access to and provision of a diversity of housing for residents.

Source: C.1 – Regional Analysis of Impediments (Conclusions)

INITIATIVE TTC.3 JACKSON HOLE WORKFORCE HOUSING INITIATIVE

Summary: According to recent studies, housing for the workforce in Teton County, Wyoming, is in short supply, increasing in price, and not keeping up with growth in demand. Historically, housing in Jackson Hole has been too expensive for many households to afford. The goal of this initiative and of Teton County itself is to house 65% of the workforce locally rather than forcing employees to commute from adjacent counties. Teton County’s existing housing authority and its non-profit housing trust will continue to work together to advance the recommended policies, code regulations, incentives and funding mechanisms to build more affordable housing and to address the tight rental market in Jackson Hole.

Measure: Development in City Centers; Commute Time

Plan Theme: 1.4 – Improve access to workforce housing through programs that expand the supply and variety of housing types

Source: C.2 – Housing Needs Assessment (Teton County, WY section)

INITIATIVE TTC.4 A REGIONAL TRANSPORTATION AUTHORITY FOR JACKSON HOLE

Summary: In 2014 the Town of Jackson and Teton County, Wyoming, contracted with Charlier & Associates for an Integrated Transportation Plan to address multi-modal challenges in the greater Jackson Hole area. The plan recommends doubling the investment in the START Bus system and organizing a Regional Transportation Authority (RTA) to coordinate the mobility efforts of the town, county, Grand Teton National Park and the Wyoming Department of Transportation. This initiative will generate regional support for formation of an RTA that should, at a minimum, include the entire Jackson Micropolitan Area to adequately address the commuter challenges faced by residents of the Teton Valley.

Measure: Regional Transit Connectivity

Plan Theme: 3.1 – Create and maintain safe, well-connected multi-modal transportation throughout the region

RAI Impediment: 5. Access to transportation, education and medical services in the region is limited, disproportionately affecting Hispanic/Latino households, seniors, persons with disabilities, and single parent households.

Source: D.1 – Multi-Modal Transportation Assessment (Chapter 4, Goal 1)



Rexburg Micropolitan Area:

These five projects/initiatives directly affect the City of Rexburg and indirectly the bedroom communities of Sugar City and St. Anthony, as well as the rest of Fremont County.

INITIATIVE TTC.5 A MADISON – FREMONT HOUSING AUTHORITY

Summary: This initiative suggests creation of a two-county joint powers board to increase, preserve, and rehabilitate affordable and resident-occupied housing for protected classes in this two-county area. The governing leadership would need to reflect the diversity of communities in both urban and rural parts of this area. Impediments to fair housing would be addressed by the new authority as it works to achieve the following objectives recommended in the two referenced housing studies:

- Preserve and protect home ownership, especially in Rexburg
- Address the mortgage financing difficulties faced by women and Hispanic residents
- Diversify and stabilize the rental market in each community

- Develop senior and multi-family housing in each community as needs warrant
- Coordinate with BYU-I to meet students' diverse housing needs as campus enrollment expands

Measure: Housing Cost Burden, Development in City Centers

RAI Impediment: 7. Jurisdictions can improve access to affordable homes through various programs that expand the inventory for protected classes and improve and preserve existing homes.

Sources: C.1 – Regional Analysis of Impediments (Conclusions), C.2 – Housing Needs Assessment (Madison & Fremont County sections)

PROJECT TTC.6 FAIR HOUSING POLICY AND PROCEDURES: REXBURG MICROPOLITAN AREA

Summary: It is recommended that each jurisdiction within the new Madison-Fremont Housing Authority work to adopt a fair housing policy that will specify protections for at least the same classes as federal law, with additional protections considered for Victims of Domestic Violence. Local remedies and procedures for violations would put into effect where feasible so residents could have community-based options for resolving claims outside the federal court system.

Measure: Housing Cost Burden

RAI Impediment: 1. Not all jurisdictions have Fair Housing policies and others can be improved to better support and educate residents on Fair Housing issues.

Source: C.1 – Regional Analysis of Impediments (Conclusions)



**PROJECT TTC.7 CODE UPDATES
FOR FAIR HOUSING COMPLIANCE:
MADISON COUNTY**

Summary: Under this project Madison County would consider incorporating group home provisions pursuant to IC 67-6531 into its development code so they are adequately defined for consistency with Idaho state law. In addition, both Rexburg and Madison County could review and modify, as needed, zoned densities to ensure needed diversity in type and affordability of product for protected classes. Rexburg would continue to ensure that development of large-scale apartment and multi-family units do not displace other housing options for those who work in the community. As part of this effort, the City of Rexburg would explore ways to:

- Preserve single-family neighborhoods for ownership
- Provide a mix of ownership opportunities for seniors as well as families
- Incentivize large-scale developments in parts of the city in which it is desired
- Work with BYU-Idaho in zoning decisions to ensure that the needs of the whole community are met as well as those of the university

Measure: Housing Cost Burden

RAI Impediment: 6. Jurisdictions can improve some aspects of their development codes to help incent or create fair access to a diversity of housing for residents.

Source: C.1 – Regional Analysis of Impediments (Conclusions)

**PROJECT TTC.8 WASTEWATER TREATMENT
DEMONSTRATION PROJECTS**

Summary: Needs for wastewater system upgrades have been identified in both Madison and Fremont Counties in recent years. Research has been focused on installing more “natural” systems that use biological processes in processing sewage and contaminants. These demonstration ideas need more assessment, prioritization and seed among the cities and counties that could be involved:

- BYU-Idaho Campus Onsite System
- St Anthony Landfill Leachate System
- Sand Mound Wastewater Collection & Treatment designed for an Island Park subdivision
- Treatment of Bio-Solids for Rexburg’s Wastewater System – system used in London

Measure: Healthy Waters; Development in City Centers

Plan Theme: 1.2 – Encourage managed growth, access to services, and a healthy economy through sustainable land use planning

Source: *Whole Water Systems Technical Assistance Proposal to Fremont County – 2012. Rexburg City Council Minutes – December 3, 2014.*

**PROJECT TTC.9 REXBURG TRANSIT
FEASIBILITY STUDY**

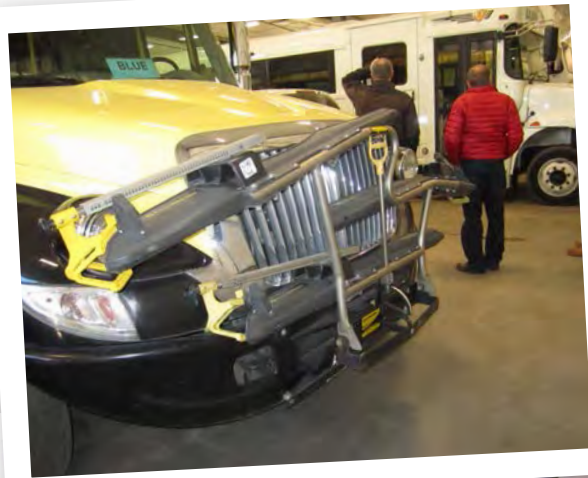
Summary: The Community Transportation Association of America has been awarded a USDA Rural Development grant to study the feasibility of a public transit start-up for the City of Rexburg in FY 2015. The Rexburg Chamber of Commerce is forming a steering committee to help guide the scope of the study, facilitate public outreach, and gain community and university cooperation in data collection. Also included in the study will be the establishment of a transit center and/or Park & Ride facility at the new Super Walmart location north of town and expanding WE Car/Zip Car services currently on campus. Conceived under the Multi-Modal Assessment and developed in partnership with Fremont County, the feasibility study should explore how to improve connectivity across the entire Rexburg Micropolitan Area.

Measure: Regional Transit Connectivity

Plan Theme: 3.1 – Create and maintain safe, well-connected multi-modal transportation throughout the region

RAI Impediment: 5. Access to transportation, education and medical services in the region is limited, disproportionately affecting Hispanic/Latino households, seniors, persons with disabilities, and single parent households.

Source: D.1 – Multi-Modal Transportation Assessment (Chapter 4, Goal 1)





Two-City Initiative

INITIATIVE TTC.10 THE JACKSON – REXBURG WORKFORCE CONNECTION

Summary: When adding the student population, the unemployment rate in Rexburg exceeds 20% with roughly 7,000 students seeking employment. Although this surplus of student labor might appear attractive on the surface, many Rexburg employers do not hire students due to high turnover rates and a mismatch in skill sets needed. This workforce-related research project would examine the feasibility of filling the labor needs of Jackson Hole – largely in the retail and hospitality industries – with the available labor pool across the mountains in Rexburg, Idaho.

Measure: Employment Diversity

Plan Theme: 1.3 – Promote economic development through investment in local, living-wage job creation and strengthening of each city’s diverse business climate

Source: E.5 – Workforce Analysis of Rexburg, Idaho





**THIS INDICATOR
MEASURES THE
DIVERSITY OF
EMPLOYMENT
OPPORTUNITIES.**

Why

Employment diversity is an important measure in assessing the total economic potential and performance in a region. Where employment opportunities are highly concentrated in a single sector, the potential for that industry to have a disproportionate impact on the economy is high. With a more diversified base of employment, not only are there more services available to community members, but as a whole the economy can be more resilient to any shocks to the system such as a major fire in the park system or significant layoffs due to fluctuations in commodity prices.

This indicator also demonstrates disparities and differences among cities and counties, which may indicate the potential for more sharing of services as well as opportunities for some localities to grow certain employment sectors. The diversity of employment also impacts the type and quantity of workforce training, housing and transportation needed in the region.

UNITS OF MEASURE

This indicator is measured as an annual average percent of employment by high-level industry by county.

A diverse economy is one that features a distribution of employment across the various industry categories, and an industry-reliant economy is one that has high levels of employment in one or several specific industries and low levels in the others.

Increasing values for an industry suggest growth in that industry in that locality, either through overall growth or importing those jobs from another area. Decreasing values could suggest declining employment in a particular industry, or loss of a particular sector or industry to another area.

SOURCE

Data for this indicator is available from the US Bureau of Labor and Statistics Quarterly Census of Employment and Wages (QCEW – see: <http://www.bls.gov/cew/>).

The QCEW Data Viewer provides data by industry at different geographic levels (see: http://www.bls.gov/cew/apps/data_views/data_views.htm). Data is available quarterly but can also be reported in annual averages.



Why

By developing within municipal boundaries and in defined city or activity centers, communities leverage existing resources and concentrate development where it can benefit the most people. In addition to using existing infrastructure for services like water and sewer, concentrating development in and near activity centers provides more opportunities for economic activity whether it is more consumers in the case of residential development or more products in the case of commercial development. The continued development of new uses enhances the experience of being located within a municipality and provides additional choices for people to access.

The inverse of development within municipal areas is the developing in more rural or outlying areas. These areas are typically not as well served, require additional infrastructure to be built, and result in people spending more time traveling to meet their basic needs. Additional consequences of sprawling development patterns can include habitat fragmentation and conversion of agricultural lands.

UNITS OF MEASURE

This indicator is measured as the percentage of annual building permits for new construction (quantity residential and nonresidential) occurring in established municipal boundaries or defined activity center areas, out of the annual total number of permits in each county. Communities may also choose to include adjoining impact areas around municipal boundaries where joint city/county planning is occurring.

Increasing values for this indicator suggest that development is becoming more centralized and concentrated. Decreasing values for this indicator could mean that development is occurring in a less coordinated or concentrated manner, which could also mean loss of agricultural land and increased costs to extend services and infrastructure.

SOURCE

Data for this indicator is available from city and county building departments and GIS property records.

THIS INDICATOR MEASURES THE AMOUNT OF DEVELOPMENT ACTIVITY OCCURRING IN EXISTING MUNICIPAL BOUNDARIES AND DEFINED ACTIVITY CENTER AREAS.



THIS INDICATOR MEASURES THE RATIO OF ROAD SEGMENTS (LINKS) TO INTERSECTIONS (NODES).

Why

A well connected road network (higher connectivity index) emphasizes accessibility by providing for direct travel and increased route choice. A connected roadway network helps to disperse traffic over more roads by providing options for motorists to choose the most direct route, or another alternative if congestion delays exist. Road networks with a high connectivity index are also beneficial by providing options for emergency access and route alternatives when construction activities or other delays interrupt a segment.

While not all pedestrian and bicycle routes are on-street facilities, higher roadway connectivity also supports pedestrian and bicycle travel because, as with motorists, direct routes and route alternatives for pedestrians and bicyclists are important factors in convenience and safety for these transportation modes.

UNITS OF MEASURE

This indicator is measured as a composite index, which is calculated by dividing the number of road segments (links) by the number of intersections (nodes). A connectivity index of 1.4 is generally considered the minimum needed for a walkable community (Source: Ewing, 1996). The best applicability of this indicator will be to city centers.

Increasing values for this indicator suggest that there are more opportunities for route variation and enhanced traffic dispersion. Decreasing values for this indicator could suggest that there are fewer options for route alternatives, meaning travelers must funnel onto fewer routes, which could lead to increased congestion or trip delays.

SOURCE

Data for this indicator is available from city and county GIS roadway records.



**THIS INDICATOR
MEASURES THE AVERAGE
COMMUTE TIME FOR
EMPLOYED PERSONS IN
EACH CITY AND COUNTY.**

Why

As a region, there is a significant relationship between where people live and where people work that contributes to quality of life. If people are able to afford and choose to live near where they work, there is more time available for other activities, less strain on the region's roadway infrastructure, and reduced impacts on the natural environment. Measuring how much time people spend getting from their homes to their jobs provides insight into how both small and large communities are faring and relating to each other in the region.

Many factors come into consideration when deciding where to live, and proximity to work is a significant part. This indicator can serve in an indirect manner to illustrate housing affordability as well as environmental factors such as air quality. While it may be a choice to live in a more rural setting, especially in a community that values natural settings, it may also indicate that there are simply no affordable housing options in some of the larger cities. If people are driving long distances to get to work, they contribute more pollution into the air and end up paying a greater proportion of their income on transportation costs. This indicator helps illustrate how inter-dependent the region's communities are in terms of housing, employment, and transportation opportunities.

UNITS OF MEASURE

This indicator is measured in terms of mean travel time to work (in minutes).

Increasing values could suggest that residents are traveling longer distances to work, or that traffic congestion or other delays are slowing their commutes. Decreasing values could suggest that residents are living in closer proximity to places of employment, or that traffic levels or delays are decreasing.

SOURCE

Data for this indicator are available from the American Fact Finder website provided by the US Census Bureau: <http://factfinder2.census.gov>. Data is available by county, and select cities (census designated places), through the American Community Survey estimates of economic characteristics, within the "commuting to work" category.

Chapter 2.

Our Small Cities

Regional Context

Within the micropolitan areas of Jackson, Wyoming, and Rexburg, Idaho, lie several small cities, including Driggs and Victor in Teton County, Idaho, and St. Anthony, Ashton, and Island Park in Fremont County.

Key challenges of the region's smaller communities are related to housing and economic development, with walkability and access to transit service being other issues that the small cities are working to address. For example, alternative transit hubs for buses, shared bikes, car sharing, and more bike paths are common goals for sustainable land use planning for several of these communities.²⁷

In response to a quality of life survey distributed as part of the regional plan process, residents of small cities identified the natural environment, including wildlife and scenery, as the reason they choose to live in the region. A sense of

²⁷ Rees Consulting Inc, WSW Associates, Frontier Forward LLC, RRC Associates LLC (2014, December 30) *Western Greater Yellowstone Area Regional Analysis of Impediments.pdf*. Retrieved from <https://sustainableyellowstone.org/library>.



The Music on Main concert series began on a small vacant lot in downtown Driggs and quickly grew to become the most popular venue for free music every week during the summer. It now attracts thousands of spectators from all over the region and is hosted at the Victor City Park on Main Street.

SOURCE: <http://tetonvalleyfoundation.org/music-on-main/>

safety, a small-town feel, and outdoor recreation opportunities were also highlighted, as well as clean air, fresh water, and a feeling of being connected to neighbors and the community.

Teton County, Idaho

Teton County, Idaho, lies within the valley between the western slope of the Teton Mountain Range and the eastern slope of the Big Hole Mountains. From 2000 to 2010, it was one of the fastest growing counties in the nation. The small cities within Teton County, Idaho - Driggs, Victor, and Tetonina - lie along the highway on the eastern side of the Teton River, which bisects the valley from north to south. The eastern side of the valley also includes foothills, wildlife habitat, crucial water resources, and active agricultural areas. The west side of the valley is less populated with no incorporated cities, and it is characterized by rural residential areas, agricultural uses, wildlife habitat, and foothills.





The Driggs July 4th Balloon Festival is a regional attraction.

SOURCE: <http://www.hotairballoon.com/Teton-Valley-Balloon-Rally/>

Teton County, Idaho is similar to, but less intense than, Teton County, Wyoming, as it has attracted many second homeowners and a tourism industry due to its proximity to the scenic Teton Range, national parks, and resort attractions. As a result, much of the county's employment is seasonal and tourism dependent, with three of the county's five main employment sectors related to tourism or construction. Because trade, leisure, hospitality, and construction jobs are highly dependent on tourism and the national economy, the economy of Teton County has experienced large boom and bust fluctuations.

Despite having a large number of seasonal workers, Teton County still has one of the lowest unemployment rates in the State of Idaho. The unemployment rate dipped to 1.6 percent in 2007 and remained low in December 2013 (3 percent) and 2014 (4.5 percent). The

second largest employment sector outside of construction and tourism related industries is government, which includes the county run hospital, state and local government agencies, and schools.

Contributing to the county's low unemployment rate is the large number of county residents who commute to jobs in Wyoming. About 53 percent of households with at least one employed person has a worker who is employed across the pass in Teton County, Wyoming. Many of these families, including those of Hispanic/Latino ethnicity, have moved to Teton County, Idaho, where homes are comparatively more affordable.

Although the county has low unemployment, the majority of jobs are in lower paying tourism or construction related industries. There is a growing concern about the unavailability of high paying professional and technical jobs, especially given increasing housing costs in Teton Valley.²⁸ As a result, there are several organizations in the county that are working to attract internet-based businesses and "recreation technology" manufacturing, such as ski or outdoor equipment manufacturers. Efforts are also being focused on providing more educational and technical training opportunities within the county so that those who want to increase their skills and formal education are not forced to relocate outside the community.

²⁸ *City of Victor. (2003). Victor Comprehensive Plan.pdf Retrieved from <http://www.victorcityidaho.com/content/comp-plan>.*

The development of a multi-modal transportation system is important in Teton County. The County Comprehensive Plan includes a vision for a trail system that rivals the best trail systems in the nation, with pathway connections along old railroad beds, existing roads, and around the perimeter of the valley. The Comprehensive Plan also envisions the primary transportation routes through the valley – Highways 33, 32, 31, and Ski Hill Road – that is anchored by formalized gateways and flanked by protected scenic viewsheds.²⁹

²⁹ Harmony Design & Engineering, AECOM, Jorgensen Associates, Intermountain Aquatics (August 2012) Comprehensive Plan – A Vision and Framework 2012-2030, Teton County, Idaho.

Driggs

In 2007, National Geographic magazine listed Driggs as one of the 10 best outdoor recreation destinations in the nation. As the county seat, the City of Driggs has a population of more than 1,600 persons based on the 2010 census, although more than 3,800 are included in the Driggs CCD (county subdivision from the US Census). After decreasing in population between 1950 and 1970, the city's population has steadily increased in each subsequent decade until the 2000s when the population increased rapidly.

Much of Driggs' population growth has come from in-migration. Of the persons who moved to a new house in the city between 1995 and 2000, 89 percent of those persons moved from another state in the West. New arrivals often leave other resort towns due to the higher cost of living compared to Driggs.

As Driggs continues to grow, the need for a wide variety of housing types – from single family homes in traditional neighborhoods to high quality apartments – will also grow in order to meet the needs of persons of different ages, family status, incomes, and backgrounds. A new model land use code could permit this higher density as long as it does not conflict with local neighborhoods. Currently, Driggs has incentives for affordable housing development in its code that have yet to be used. This includes two incentives for housing that targets households with incomes ranging from 80 percent Area Median Income (AMI) to 120 percent AMI:



Mountainside Village in Victor is a successful pilot project for the GY Framework for Sustainable Development. Mountainside Village is a neighborhood as unique as it is authentic, graced by thoughtful design, a spectacular location, and a commitment to fine homebuilding.

SOURCE: SelkoPhoto

- A 15 percent density bonus for affordable housing in new residential subdivisions. The existing bonus provision contemplates that such an agreement will be negotiated by a housing authority; however, no authority is currently in place.
- Relaxation of the 75 percent lot coverage standards for affordable housing (among other things) in the Mixed-Use Employment (MUE) zone “at the discretion of the reviewing authority.”³⁰

Driggs has an emerging downtown commercial core, which is being supported by active downtown-focused organizations. The Downtown Driggs Community Association (DDCA) is a local non-profit group comprised of business owners, property owners, city staff, and local advocates. DDCA is a member of the National Main Street Program, one of the first three cities designated under the Idaho program. DDCA is working to share knowledge of the Main Street Program to assist other communities in the region and participated in the National Main Street training and orientation held in Ashton, Idaho, in 2014. The Driggs Urban Renewal Agency is a taxing district and another organization that supports downtown revitalization and redevelopment.

³⁰ *City of Driggs. (2007) City of Driggs Comp Plan.pdf. Retrieved from <http://www.driggs.govoffice.com/index>*

Victor

The City of Victor lies south of Driggs in Teton County, Idaho, at the foothills of the Teton Mountains. As the closest Idaho town to Jackson, Wyoming, Victor has a high number of people who commute to Wyoming for work due to the relative affordability of housing in Victor. Due in part to spill over growth from Jackson, Victor’s population has increased substantially in the last 23 years, increasing from 304 people in 1990 to 1,938 in 2013; 5,158 people reside in the Victor CCD (County Census Division). Similar to Driggs, Victor has also experienced a large number of people moving into the city from many different locations.

As its population grows, Victor has been proactive in ensuring that affordable housing will be available into the future. The city’s Traditional Neighborhood Development (TND) Overlay permits a 20 percent density bonus in exchange for deed-restricted housing units attainable to those at or below 120 percent AMI. These units can be ownership or rental units with mortgage and rental rates established in the TND regulations. A new model code is also assisting in housing diversification, which will help provide housing that meets a variety of needs for various populations.

Fremont County, Idaho

Fremont County was established March 4, 1893, and it was named for John C. Fremont, an explorer known as the “Pathfinder” who passed through the area in 1843. The county occupies 1,877 square miles or about 1,201,300 acres. Public lands predominate and only 31.9 percent (599 square miles) of the County’s land is in private ownership. About 821 square miles (43.7 percent of the total area) in the northern and eastern portions of the county are in the Caribou-Targhee National Forest. Another 220 square miles (11.8 percent of the total area), mostly in the western part of the County, is administered by the Bureau of Land Management. The state of Idaho manages about 175 square miles in parcels scattered throughout the county.

The diversity of the Fremont County landscape reflects its geologic history. The northern and eastern parts of the county are on the volcanic highlands of the Yellowstone Plateau, where the landscape features lodgepole pine forests, mountain meadows, streams, and the headwaters of the Henry’s Fork of the Snake River. The county is bordered to the east by the Yellowstone Plateau and the Wyoming border. The Centennial Mountains and Henry’s Lake form a distinctive landscape on Fremont County’s northern border. The crest of the mountains defines both the Continental Divide and the Idaho-Montana state line. The southern

and western parts of the County lie over the basalt flows of the Snake River Plain - an area of irrigated cropland and sagebrush steppes that also includes a belt of active sand dunes.

Fremont County has three significant cities (St. Anthony, Ashton, and Island Park) located on U.S. Highway 20, which is heavily traveled by tourists headed for Yellowstone National Park. The county also attracts many Idaho and Utah residents to its local and state parks, national forest campgrounds, and BLM recreation areas.

The closure of a sawmill in the early 1990s and relocation of the U.S. Forest Service office to nearby Idaho Falls, hurt the local economy and rebounding has been difficult. Since 2002, the unemployment rates have fluctuated from a low of 3.1 percent in 2007 to a high of 9.2 percent in 2010. However, the labor force has held steady during much of the last decade, and government provides the most nonfarm payroll jobs, primarily through the state Juvenile Correction Center in St. Anthony. Federal and state land management agencies, as well as trade, construction, leisure, and hospitality industries also account for large percentages of the jobs in Fremont County.

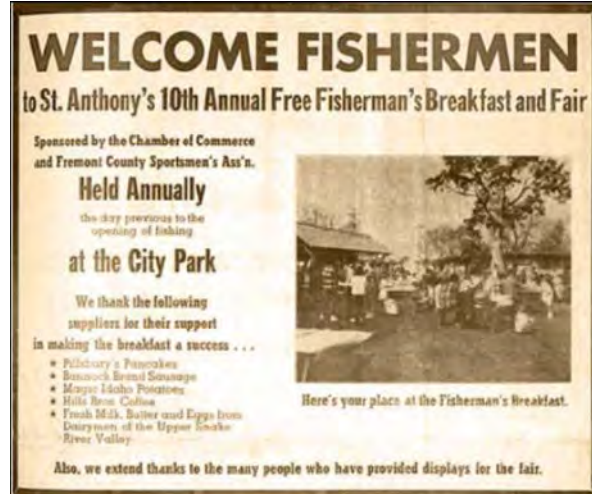
St. Anthony

St. Anthony is the county seat of Fremont County, Idaho. St. Anthony's population has maintained a conservative growth rate, growing from 3,064 in 1990 to 3,465 in 2013; 8,010 people reside in the St. Anthony CCD (county subdivision from the US Census).

St. Anthony has housing challenges related to its proximity to Rexburg and overall costs. Housing in St. Anthony is influenced by BYU-I in Rexburg, which now operates year-round on a trimester system. According to property managers, rents continue to increase in the St. Anthony area in part due to student demand. One hundred seventy households spend more than 30 percent of their income on their housing payment. Due to the high cost of housing and the high percentage of households with children, overcrowding in a household is common in St. Anthony.

Commuting out of the county for work is necessary for many residents; 680 households include at least one employee who commutes to work in another county. While most commuters surveyed would rather live in Fremont County than in the county where they work, 190 households indicated they would rather live in a different county, (mostly Madison) if housing could be secured.³¹

The Henry's Fork Greenway has been a successful community effort in St. Anthony and is a major contributor to the city's quality of life.



The St. Anthony free fisherman breakfast is a successful community event that recognizes the high quality recreational resources in the area.

SOURCE: <http://www.rheafamily.org/resume/SFNAV/events/freefishbreak/index.php>

The greenway follows the Henry's Fork of the Snake River and has two parts, north and south; the north trail entrance is located near River View Cemetery, and the south trail entrance is located near the north side of the State Highway 20 overpass. The greenway features paved trails for biking, hiking, wildlife viewing, and access to the river for fishing. In the winter, the trails can be used for cross country skiing.

The trails not only provide an important recreational amenity, but also help bring the community together. Many local organizations work together annually to clean and repair the

³¹ Rees Consulting Inc, WSW Associates, Frontier Forward LLC, RRC Associates LLC (2014, December 30) Western Greater Yellowstone Area Regional Analysis of Impediments.pdf. Retrieved from <https://sustainablyyellowstone.org/library>.



trails, Funding for the projects has come from the City of St. Anthony, private donations, and grants. Currently, two local clubs are organizing fund raisers to improve the south trail.³²

Another regional recreational amenity is the St. Anthony Sand Dunes Special Recreation Management Area, a 46,000 acre area managed by the Bureau of Land Management that contains five active sand dune complexes. These dunes are made of white quartz sand that range from 50 to over 400 feet in height. The largest dune complex is part of a 21,000 Wilderness Study Area. Much of the area is closed in winter as it is home to the largest wintering desert elk herd in North America. During the summer season, the sand dunes have become one of the most popular motorized recreation areas in the United States. Visits have increased at an annual rate of 7 percent, reaching an estimated 356,000 visits in 2005. To support visitors, the BLM campground at Egin Lake offers 48 sites and operates near full capacity. In addition, there are two private resorts—Sand Hills Resort offers 109 campsites, while the Desert Oasis Resort offers 250 RV sites and 150 campsites, with a variety of amenities.

“We are the doorway to the Dunes.”

RESIDENT QUOTE

Ashton

Ashton is a tight-knit community that envisions developing a vibrant downtown with new thriving businesses. The city’s population has remained relatively stable compared to other communities, with little change since 1990. The current number of households is approximately 395, with an average household size of 2.79.³³ Ashton has a variety of summer/winter recreation opportunities. Ashton recently completed a Main Street road diet to bring four lanes down to two lanes, which has helped to shape and create an identity for the community.

The City of Ashton is predominantly developed with single-family housing near the core of the city, averaging about four dwelling units per acre, with agriculture lands surrounding the city. The city recently reviewed and revised its development code and its sewer and water regulations to be less stringent in key locations.

“We don’t want to be 70 years old and still talking about potential. Ashton has been talking about the potential of the community for 34 years.” RESIDENT QUOTE

³² St. Anthony Website <http://www.cityofstanthony.org/>

³³ J-U-B Engineers, Inc., 2008





American Dog Derby – Ashton. The Oldest All-American Dog Sled Race. This historic dog sled race runs from Ashton, Idaho to Cascade Corner of Yellowstone Park. It is an exciting winter experience with events for mushers, spectators, and dogs of all sizes.

SOURCE: <http://www.americandogderby.com/dog-derby-photo-gallery>

City of Island Park

The City of Island Park was created in 1947 and is located in northern Fremont County, Idaho. With 286 permanent, year-round residents according to the 2010 census, the City of Island Park is the county's third largest city (St. Anthony and Ashton are larger). This figure can be misleading because 80% of the Island Park area residents live outside the defined city limits, across a vast forested landscape. As a result, the population of the entire Island Park CCD (county census district) is actually 1,492 residents. The city is just 6.77 square miles in size, is 34.8 miles long, and ranges from 1,000 feet to 5,000 feet in width. Island Park residents proudly boast that their city has the "Longest Main Street in America."

The city is striving to preserve and improve the physical environment of the community to make it a more functional and desirable place in which to live, work, and visit. The area boasts some of the best recreational opportunities in the county, supported by an array of lodges, motels, restaurants, lounges, convenience stores, gas stations, tackle shops, and recreational vehicle rental businesses.

During the summer months the population of the Island Park area swells to include thousands of part-time (5-6 month) residents; vacation cabin owners and short-term renters; weekend campers and recreationists; and a seasonal workforce. They occupy more than 3,500 residential dwellings in more than 200 platted subdivisions and forest recreation sites across 100+ square miles. Because the Census accounts for the majority of these dwellings as "unoccupied", the seasonal residential household is not considered in the demographic characterizations in Fremont or other Teton View counties.

The housing needs assessment conducted as part of the regional planning process found that, in general, Island Park has a greater housing affordability problem than other areas of Fremont County. Relatively more households spend in excess of 30 percent of their income on housing, and the Island Park area has the highest priced real estate in the county. Rental availability for seasonal employees is also a challenge as it is very limited during the summer in the Island Park area.



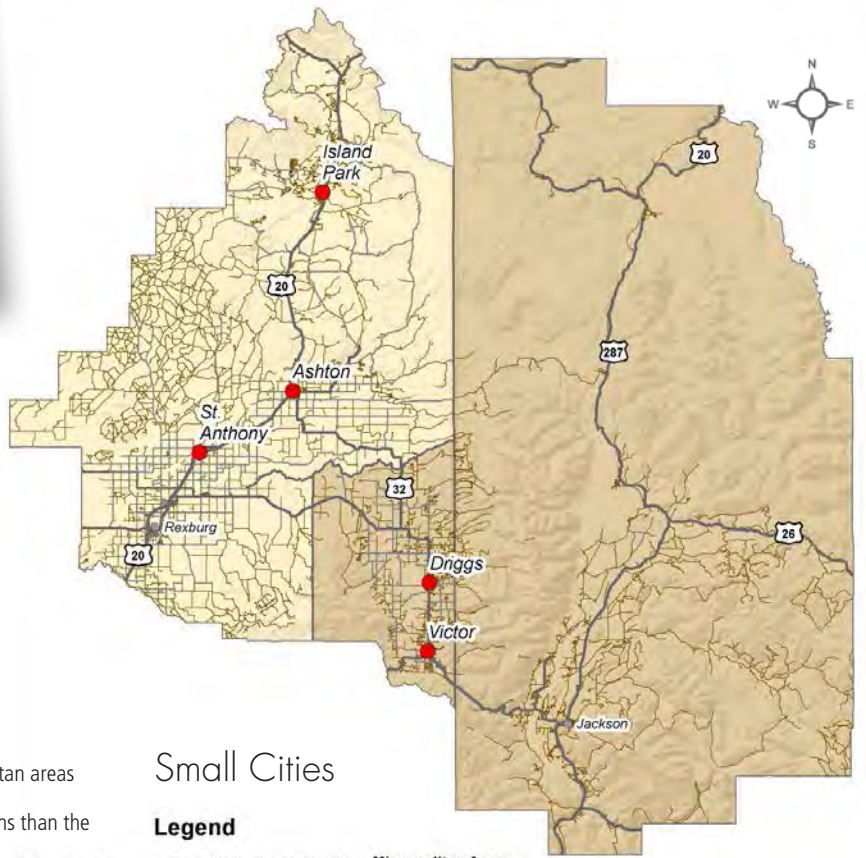


FIGURE 8. SMALL CITIES MAP

Small established cities that are not within the metropolitan areas of the distinctive cities, but have slightly larger populations than the agricultural communities are.

- Driggs, population 1,657
- St. Anthony, population 3,465
- Ashton, population 1,084
- Victor, population 1,938

Small Cities

Legend

- Distinctive Major Cities
- Small Cities

Micropolitan Areas

- Rexburg Micropolitan Area
- Jackson Micropolitan Area



Homes tend to be in good condition. Unlike some of the other small cities in the region, there is very little commuting to other counties for work, and residents who live in Island Park report that they wish to live there.³⁴

³⁴ City of Island Park Comprehensive Plan. (2014). City of Island Park Comp Plan 10 2 2014 Draft.pdf. Retrieved from Jeffrey L. Patlovich, Planning and Zoning Administrator City of Island Park

Themes and Strategies

Theme 2.1: Promote managed growth through downtown planning and updates to development codes.

Rural character is essential to maintaining the distinctive identity of the Teton View region. Its smaller communities strive for vibrant economies while still protecting their natural heritage and community character. The new Model Development Code (Appendix B) will help willing localities achieve these goals. The purpose of this Model Development Code is to guide development in accordance with the respective comprehensive plans for each

community and their existing and future needs in order to protect, promote, and improve the public health, safety, and general welfare.

HUD funding has allowed for a pilot demonstration and test case of the Model Development Code with Teton County, Idaho, and the cities of Driggs and Victor. The Model Development Code provides a mechanism for achieving the following goals related to rural, residential, mixed use, industrial, civic/open space, and special districts:

- Mix land uses
- Take advantage of compact building design
- Create a range of housing opportunities and choices
- Create walkable neighborhoods
- Foster distinctive, attractive communities with a strong sense of place
- Preserve open space, natural beauty, and critical environmental areas
- Provide a variety of transportation choices
- Make development decisions predictable, fair, and cost effective
- Encourage community and stakeholder collaboration in development decisions

Strategies:

- Encourage new development in close proximity to downtowns and rural town centers to promote vibrant walkable areas where infrastructure, including central water and sewer, can be provided more efficiently.
- Promote infill and development activity within existing boundaries of downtowns

and rural town centers using incentives and regulations.

- Encourage development and densities that are consistent with community character and the preservation of historic building and cultural landmarks.
- Encourage downtown zoning that promotes flexibility, density, mixed-use, and walkability.
- Provide zoning, regulations, and incentives to attract businesses to the area that target the local tourism and online markets.
- Encourage civic buildings to be located in town centers to stimulate economic development.
- Encourage higher residential densities in close proximity to downtown to support local businesses.
- Actively pursue dedicated funding sources through general funds, establishment of downtown development districts, and special districts.



The Teton Geotourism Center in Driggs is a tourist destination.

Geotourism is a growing category of travel developed by National Geographic, offering the traveler an ability to experience the culture, heritage, food, art, geology, and music of an area.

SOURCE: <http://www.driggs.govoffice.com/>

Theme 2.2: Promote a healthy economy by positioning communities for new downtown investments.

Strategies:

- Continue to revitalize our downtowns and create the appropriate environment and locations for new office and commercial businesses.
- Promote pedestrian activity in downtowns by improving the ability to access employment, shopping, and services through walking and biking.
- Seek dedicated funding sources for downtowns to support amenity improvements.
- Coordinate regional marketing campaigns with a focus on local businesses and small towns.
- Pursue grant opportunities, including those available through state and national Main Street Programs.



Theme 2.3: Employ economic development strategies that support entrepreneurs, create living-wage jobs, and strengthen each city's overall business climate.

Strategies:

- Support new forms of businesses that allow people to work in the place they live, including live-work opportunities, technology centers, co-location, resource-sharing arrangements, and home businesses.
- Foster a community culture that appreciates and supports entrepreneurs.
- Actively assist existing business owners in their efforts to sustain and expand their businesses.
- Inventory and make available a range of business planning and financial assistance tools.
- Improve regional networks among businesses and build bridges with local, state and federal business-support programs.
- Institute regional and local programs targeted at youth, including mentoring, internship, and apprenticeship programs.
- Establish industrial arts hubs and shared workspaces to inspire innovation and support creative business activities in even the smallest cities.
- Cooperate with regional and statewide business recruitment programs to leverage their resources and increase their awareness of Teton View community offerings.

Theme 2.4: Encourage the development and support of high-quality education and community enrichment activities for all ages.

Strategies:

- Work with school districts, private schools, and non-profit organizations to identify funding for the expansion and development of education programs.
- Encourage the siting of new schools near existing neighborhood centers to promote walkability.
- Develop new educational programs, both online and within our communities, that allow additional access to secondary education.



Habitat for Humanity

The Idaho Falls affiliate of Habitat for Humanity received a \$1.4 million gift from the estate of an Ashton-area farm family for use in the region. Fremont County is the top priority as specified by the donor. Significant improvements have been made to one an existing Ashton home and another a new home has completed construction.

- Support the construction of a multi-use recreation facility or network of facilities.
- Encourage expansion and evolution of community libraries as local community centers, centers for education and technology, meeting spaces, and business centers.
- Work with education institutions to improve opportunities for vocational training and trades education.

Theme 2.5: Provide access to affordable and suitable housing and create additional diversity in the housing supply in appropriate and sustainable areas.

It is important that housing efforts be coordinated within the region. Comprehensive plans adopted by the individual communities in the region call for adequate and high quality housing that meets the full range of resident's needs with variety in unit type and choice. Housing for the workforce in Teton Valley has recently decreased in supply and is too expensive for many households to afford.

Strategies:

- Support programs that help households with persons with disabilities afford needed renovations.
- Expand the first-right of refusal purchase regulations for tenants residing in converted apartments and renovation programs/assistance.



- Ensure housing for all generations by allowing codes that encourage the retrofitting of older homes for families and seniors.
- Consider methods to improve the condition and livability of existing homes through grant programs that improve their condition.
- Preserve the affordability of key homes in the area through the placement of restrictions, buy-down assistance, and subdivision of lots in appropriate areas.
- Continue to encourage collaboration among non-profit housing agencies, government housing agencies, and employers to develop and improve housing in the communities.
- Work with lenders to mitigate loan denial disparities and educate residents about financial repair.
- Improve resident education about the availability of ADA accessible and adaptable units and support programs that help households with persons with disabilities afford needed renovations. Modify group home provisions to provide consistency with Idaho state law, where applicable, and among jurisdictions.
- Review and modify zoned densities to ensure needed diversity in type and affordability of product for protected classes.

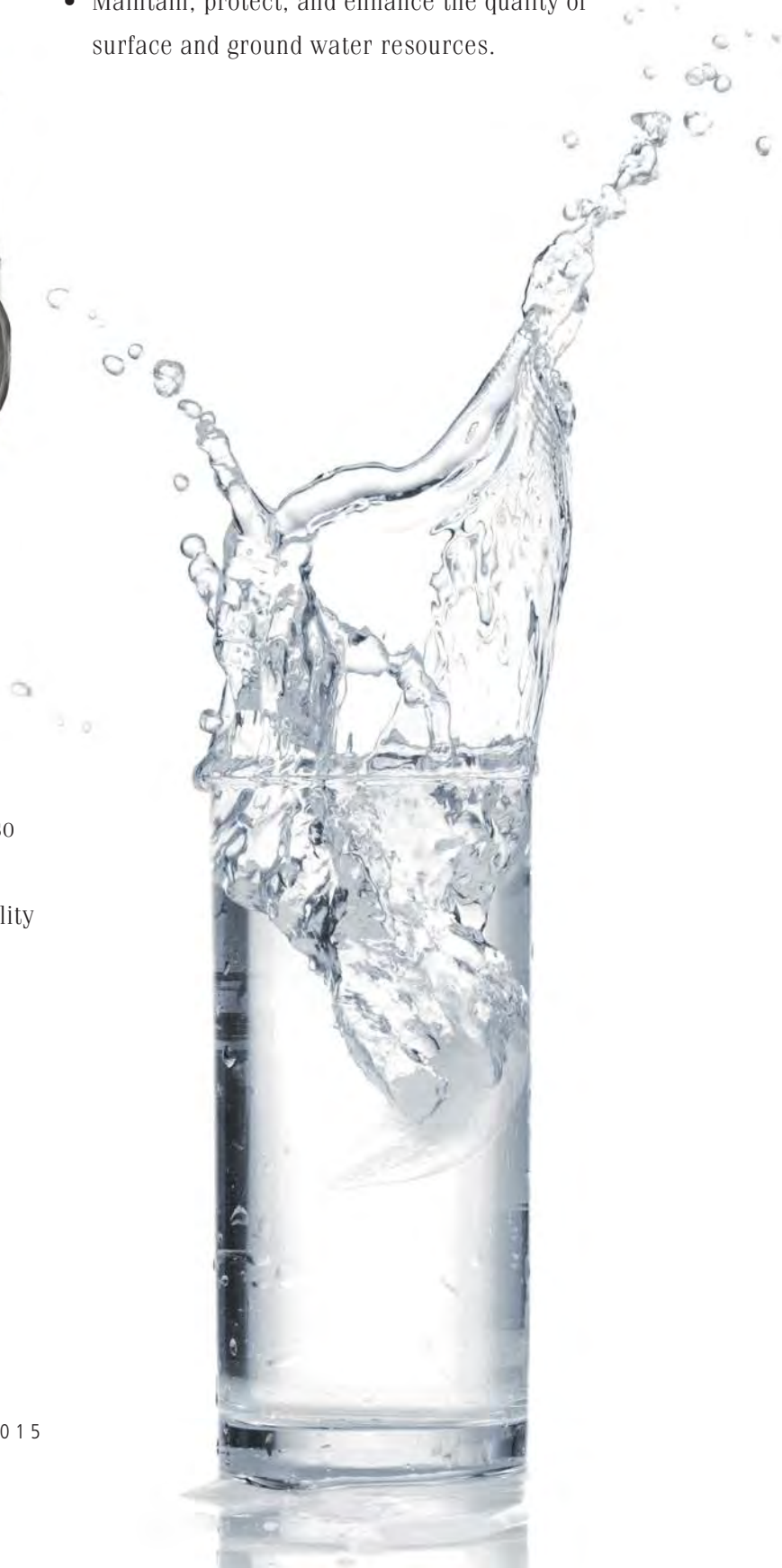


- Maintain good quality water to meet the present and future domestic, commercial, municipal, and industrial water use needs.
- Maintain, protect, and enhance the quality of surface and ground water resources.

Theme 2.6: Provide quality public services to residents, businesses, and institutions.

Strategies:

- Integrate public services, utilities and facilities into the fabric of neighborhoods so as to create a pleasing visual appearance.
- Encourage undergrounding distribution utility lines where feasible.
- When possible, manage the timing of residential development so that adequate streets, water, sewer, drainage facilities, schools, broadband, and other essential services can be economically provided.







Moving Ahead with Common Purpose:

A Renewed Commitment To Small Rural Places

Below are six multi-sector initiatives and six community-specific projects designed to address the housing, economic, mobility and community development needs of small cities and counties in the Teton View region. Local governments have volunteered to lead or co-lead 11 of the 12 projects that will help them “Stay the Course” as they seek to strengthen their economies, improve the quality of their homes, and upgrade community infrastructure. Localities will seek to launch their implementation of these projects over the next one-to-three years.

One of the top three region-wide initiatives in the Teton View Regional Plan is “Main Street Matters” – a commitment to revitalize the downtown cores of at least five of our region’s cities in coordination with one another. Public response ranked this initiative the highest in overall importance (out of 60) and it enjoys the support of many partnering localities.

Table 6. Staying the Course (SC) Implementation Priorities

Number	#1 Region-Wide Priority	Willing to Lead/Co-Lead	Willing to Partner	Potential New Partners
SC.4	Main Street Matters – Downtown Revitalization	City of Driggs Ashton Community Foundation	City of St. Anthony City of Victor City of Rexburg	Idaho Department of Commerce – New Downtown Improvement Network

Number	Local/Micropolitan Near-Term Priorities	Willing to Lead/Co-Lead	Willing to Partner	Potential New Partners
SC.1	Neighborhood Revitalization with Habitat for Humanity	City of St. Anthony	City of Victor Ashton Community Foundation	Habitat for Humanity (Idaho Falls Affiliate) Idaho Community Foundation
SC.3	Walkability and Wayfinding Concepts	City of Driggs	City of Victor Town of Jackson	Idaho Transportation Department
SC.5	Collaborations for Business Retention and Recruitment	Teton County, ID	Fremont County City of Driggs City of Victor Ashton Community Foundation	
SC.6	Our Rural Schools Challenge	Teton County, ID	City of Victor Ashton Community Foundation	
SC.7	A Teton Valley Housing Authority	Teton County, ID	City of Driggs City of Victor	
SC.8	Code Updates for Fair Housing Compliance: Teton County, ID	Teton County, ID	City of Victor	
SC.9	Code Updates for Fair Housing Compliance: Fremont County	Fremont County	Ashton Community Foundation	
SC.10	Mobile Integrated Health Care	Fremont County		
SC.11	Building Community Across Fremont County	Fremont County	Ashton Community Foundation	
SC.12	Welcoming Seniors to Fremont County	Fremont County	Ashton Community Foundation	

Number	Needs Coordinating Entity	Explanation
SC.2	Rural Rideshare and Local Shuttle Services	The Idaho cities of Driggs and Victor, plus the Town of Jackson and Teton County, Wyoming, are willing to partner on this initiative if a coordinating entity can be recruited to fulfill the leadership roles.

Multi-City/Multi-County Initiatives

The initiatives proposed below apply to one or more small cities that lie within Fremont and Teton counties, Idaho, including St. Anthony, Ashton, Island Park, Driggs and Victor.

INITIATIVE SC.1 NEIGHBORHOOD REVITALIZATION WITH HABITAT FOR HUMANITY

Summary: The housing surveys performed for the four Teton View counties showed that between 11% and 17% of all occupants consider their homes to be in fair to poor condition, depending on the county. In Fremont County, where homes are generally older, 30% of the very low-income households have indicated the need for multiple repairs to make their homes livable. To address this need, a multi-year Neighborhood Revitalization Initiative (NRI) is being proposed with the Idaho Falls affiliate of Habitat for Humanity. Habitat completed its first build in Ashton in 2013 and envisions an ongoing relationship with the community in financing new home construction and “gut” rehabs of existing homes. Under this initiative, new NRI projects would be launched in both Ashton and St. Anthony over the next year, dependent on funding. The focus in St. Anthony would be a 3 x 12-block area in the West Main Street neighborhood where street improvements are scheduled for 2016. In

addition to a home rehabilitation, several “A Brush with Kindness” volunteer projects are proposed that would involve exterior painting, landscaping and minor repair of eligible homes. Additional neighborhood revitalization projects would be designed for other Teton View communities as needs are demonstrated and funds permit.

Measure: Housing Cost Burden; Housing and Transportation Affordability

Plan Theme: 2.5 – Provide access to affordable and suitable housing and create additional diversity in the housing supply in appropriate, sustainable areas.

RAI Impediment: 7. Jurisdictions can improve access to affordable homes through various programs that expand the inventory for protected classes and improve and preserve existing homes.

Sources: C.1 and C.2 – Regional Analysis of Impediments/Housing Needs Assessment, E.3 – Fremont County Economic Development Plan (Community Improvements)



INITIATIVE SC.2 RURAL RIDESHARE AND LOCAL SHUTTLE SERVICES

Summary: Having a range of multi-modal transportation services is of growing importance to rural communities to attract new residents, businesses and travelers who seek an alternative to driving private vehicles. Under this initiative, more support would be given to the Teton Valley Mobility Advisory Committee (TVMAC) and an equivalent group in Fremont County to:

- Promote use of the Northwest states' [Rideshare Online](#) program or help develop an equivalent program for the Greater Yellowstone region (e.g. "Shotgun Rides" for more Western branding)
- Ensure that the demand-response service currently provided in St. Anthony, Driggs and Victor by Targhee Regional Public Transportation Authority (TRPTA) is cost-efficient and meets local needs
- Evaluate transportation improvements that would provide fair access to services and options for all types of commuters (e.g. START Bus in Teton Valley). Persons with disparate need of this service include low-income single parent and Hispanic/Latino households and persons of limited mobility.
- Fund needed vehicles and transit infrastructure such as the Driggs Bus Storage Facility

- Support and expand recreational shuttle services (e.g. Grand Targhee Resort Shuttle) in view of Greater Yellowstone data and recommendations cited in the 2014 Buses for Byways study³⁵
- Improve intercity connections throughout the region in cooperation with private companies (e.g. Salt Lake Express) and emerging public transit authorities in Rexburg and Jackson



³⁵ *Buses for Byways Concept Plan*, Norma Nickerson, Kara Grau and Christine Oschell, Institute for Tourism and Recreation Research, University of Montana. May 2014

Measure: Regional Transit Connectivity; Regional Interconnectedness; Housing and Transportation Affordability

Plan Theme: 3.1 – Create and maintain safe, well-connected, multimodal transportation throughout the region

RAI Impediment: 5. Access to transportation, education and medical services in the region is limited, disproportionately affecting Hispanic/Latino households, seniors, persons with disabilities and single parent households.

Sources: C.1 – Regional Analysis of Impediments (Conclusions), D.1 – Multi-Modal Transportation Assessment (Section 4), E.2 – Teton County Economic Development Plan (Physical Asset Development)

INITIATIVE SC.3 WALKABILITY AND WAYFINDING CONCEPTS

Summary: This initiative would seek to implement the 10 bike- and pedestrian-friendly recommendations that appear in the Multi-Modal Assessment for small cities and counties, including the adoption of Complete Streets policies by all localities interested in upgrading their applicable regulations, code and design standards. It would include monitoring the safety and traffic flow results of the intersection improvements made by City of Victor in 2014, and sharing those metrics as the city directs. The project could assist with installation of the selected wayfinding signs not only in Driggs, but in communities like St. Anthony which is moving forward with street/sidewalk improvements along West Main Street in 2016.

Measure: Trail Miles; Housing and Transportation Affordability

Plan Theme: 2.1 – Promote managed growth through downtown planning and updates to development codes, 3.1 – Create and maintain safe, well-connected, multimodal transportation throughout the region

Sources: B.1 – Model Development Code (Articles 11 & 12 for applicable code language), D.1 – Multi-Modal Transportation Assessment (Complete Streets Recommendations), D.3 – Graphics & Design Options for the Wayfinding System – City of Driggs, D.4 – Complete Streets Intersection Design – City of Victor, E.2 – Teton County Economic Development Plan (Physical Asset Development)





INITIATIVE SC.4 MAIN STREET MATTERS, DOWNTOWN REVITALIZATION

Summary: Downtown character is an undeniable economic asset. Keeping existing buildings occupied and well-maintained is one of the biggest immediate challenges for downtown enhancement. Retail sales volumes, disrepair of buildings vs. rental and listing prices and property owners who are unmotivated to occupy spaces are barriers for downtown occupancy. A deliberate effort is needed to help landowners realize the value of their downtown properties and to bring more vitality into the small towns in the [region]. The built environments of the downtowns are important to produce a vibrant economy, as are infrastructure development and other physical asset development that can be used to recruit/attract new businesses. [Teton County, ID ED Plan]

In view of this need, this initiative would encourage and/or enable the region's small cities to:

- Be active members of the Idaho and/or National Main Street programs
- Coordinate with the State Historic Preservation Office and local historical

- societies to make adaptive re-use of historic buildings. A prime property now exists in Ashton for conversion to a local museum
- Apply and prepare for an Idaho Community Review, if not yet completed (e.g. City of St. Anthony)
- Compete for downtown enhancement grants and promote infill of empty downtown lots
- Enhance the local arts and music cultures in each city in cooperation with local organizations
- Coordinate and promote annual downtown events that enhance the region's brand and visibility

Measure: Development in City Centers; Employment Diversity

Plan Theme: 2.2 – Promote a healthy economy by positioning communities for new downtown investments

Sources: E.2 – Teton County Economic Development Plan (Physical Asset Development), E.3 – Fremont County Economic Development Plan (Community Improvements)





INITIATIVE SC.5 COLLABORATIONS FOR BUSINESS RETENTION/RECRUITMENT

Summary: Economic developers are increasingly recognizing entrepreneurs as an important class of change agents within a community and an important foundation, together with existing businesses, for developing a rural economy....[Some] 55% of the new replacement jobs are created by existing businesses and 44% are created by new businesses... Entrepreneurs come in many different forms. An entrepreneur may be a new business start-up, and existing business owner who is trying to innovate with a new product, service, or target market, or a government or non-profit manager who is growing through new partnerships. [Fremont County ED Plan]

Both Fremont and Teton counties have periodically engaged in economic development planning with the assistance of state, federal or private funding. Historically, neither local chambers of commerce nor economic development entities have been able to fully implement the resulting plans or sustain their programs. Some plans have emphasized

recruiting businesses from the outside to secure better-paying jobs; others have promoted means to support businesses already in place with the expectation of new jobs through expansion. This initiative would employ both approaches and pursue joint strategies where feasible to improve the region's overall economic vitality. Together these two rural counties could:

- Form two-county business networks to support emerging regional industries (e.g. outdoor equipment manufacturers; home-based businesses; small agricultural producers)
- Develop joint capacity for new business recruitment so costs could be shared and each community's assets and amenities cooperatively promoted.
- Use the Teton View Regional Plan as a CEDS-equivalent for seeking federal EDA grants

Measure: Regional Interconnectedness

Plan Theme: 2.3 – Employ economic development strategies that support entrepreneurs, create living-wage jobs, and strengthen each city's overall business climate

Sources: E.2 – Teton County Economic Development Plan (Business Recruitment & Development), E.3 – Fremont County Economic Development Plan (Entrepreneurship Development)

INITIATIVE SC.6 OUR RURAL SCHOOLS CHALLENGE

Summary: The ability to attract new businesses and residents is dependent on a strong school system and diverse educational opportunities for all students, including those with limited English proficiency. This project would involve working closely with the two rural school districts and those providing vocational services to:

- Ensure all districts have the necessary resources to meet the needs of the increasing Hispanic/Latino population, including limited English proficiency courses and parent communication and outreach
- Address the capacity issues currently facing the junior high school in Driggs and other Teton Co. schools
- Evaluate the potential for a charter elementary school in the Island Park area as an alternative for K-5 students who must currently ride the bus between 17-50 miles each way to attend Ashton schools
- Offer more online workforce training and post-secondary courses to those in rural communities

- Create an apprenticeship program that meets actual community needs. One idea would be a “Circuit Rider” program for youth pursuing IT careers to design websites for small businesses in this area

Measure: Educational Attainment

Plan Theme: 2.4 – Encourage the development and support of high-quality education and community enrichment activities for all ages

RAI Impediment: 5. Access to transportation, education and medical services in the region is limited, disproportionately affecting Hispanic/Latino households, seniors, persons with disabilities and single parent households.

Sources: C.1 – Regional Analysis of Impediments (Conclusions), E.2 – Teton County Economic Development Plan (Physical Asset Development), E.3 – Fremont County Economic Development Plan (Community Improvements)



Focus on Teton Valley

These two projects have been designed or are recommended specifically to benefit the cities and rural communities within Teton County, Idaho.

PROJECT SC.7 A TETON VALLEY HOUSING AUTHORITY

Summary: A housing authority was appointed by the Teton County Commissioners in 2007/2008 and a part-time employee hired with funding from the Idaho Housing and Financing Association to establish a shared equity program for affordable home ownership. With the recession, no applications for the program were received, and the board was disbanded by 2010. It is proposed that a reconstituted housing authority take the lead on pursuing the following identified objectives:

- Identify suitable land for new multi-family housing
- Enact fee waivers and/or modify existing incentives for affordable housing
- Develop entry-level homeownership opportunities
- Pursue self-help housing with Habitat for Humanity or other similar programs
- Develop rental apartments
- Encourage deed-restricted accessory rental units
- Encourage transit-oriented development

Measure: Housing Cost Burden; Housing and Transportation Affordability

Plan Theme: 2.5 – Provide access to affordable and suitable housing, and create additional diversity in the housing supply in appropriate, sustainable areas

RAI Impediment: 7. Jurisdictions can improve access to affordable homes through various programs that expand the inventory for protected classes and improve and preserve existing homes.

Source: C.2 – Housing Needs Assessment (Teton County, ID section)



PROJECT SC.8 CODE UPDATES FOR FAIR HOUSING COMPLIANCE, TETON COUNTY, ID

Summary: Under this project Teton County would modify its group home provisions to provide consistency with Idaho state law and modify its current requirement for a conditional use permit. The cities of Driggs and Victor, while incorporating the state definition in their codes, still require a conditional use permit or special use process for approval that should be reviewed for full compliance with state law. The code updates in this project should also allow for smaller lot sizes, revised accessory unit standards and smaller scale housing. The county needs more multi-family housing stock and more affordable units near town and services that could be encouraged through adoption of the new Teton Valley Development Code.

Measure: Housing Cost Burden

RAI Impediment: 6. Jurisdictions can improve some aspects of their development codes to help incent or create fair access to and provision of a diversity of housing for residents, 7. Jurisdictions can improve access to affordable homes through various programs that expand the inventory for protected classes and improve and preserve existing homes.

Source: C.1 – Regional Analysis of Impediments (Conclusions)



A flyer for the Teton Valley Land Use Code Project. The flyer has a red header with the title "Teton Valley Land Use Code Project" and subtitle "Regional Code for Driggs, Victor, and Teton County". Below the header is a yellow banner with the question "What will a new Driggs Zoning Code mean for you?". The main body of the flyer features a map of Driggs with various colored zones and icons. Text on the flyer includes: "Since Fall 2012 Driggs, Victor, and Teton County, as members of the Western Greater Yellowstone Consortium, have worked with a planning consultant, Code Studio, to develop a Form Based Code for the Valley. The project has received a great amount of public input which has led to the latest draft Code, available now." and "Help us plan the future of Driggs!". At the bottom, it says "The DRAFT Form Based Code for Driggs is available at: www.driggs.gov.office" and "www.tetonvalley.code-studio.com · www.driggs.govoffice.com". There is also a QR code on the flyer.

Focus on Fremont County

These four projects have been designed or are recommended specifically to benefit the cities and rural communities within Fremont County, Idaho.

PROJECT SC.9 CODE UPDATES FOR FAIR HOUSING COMPLIANCE, FREMONT COUNTY

Summary: The City of Island Park has among the largest lot requirements of all jurisdictions, in part necessitated by the limited services and topography of the community. Under this project the city would identify potential sites within and near its boundaries for higher density development, such as needed seasonal worker housing. Densities in St. Anthony and Ashton are also relatively modest so incentives may be needed for specific projects such as more affordable senior housing or low-income housing rentals to assist Hispanic/Latino and single parent households. To diversify the housing stock in these cities, densities would be reviewed for attached units, such as townhomes or small duplex or four-plex homes. The City of St. Anthony also could incorporate group home provisions pursuant to IC 67-6531 into its development code.

Measure: Housing Cost Burden

RAI Impediment: 6. Jurisdictions can improve some aspects of their development codes to help incent or create fair access to and provision of a diversity of housing for residents, 7. Jurisdictions can improve access

to affordable homes through various programs that expand the inventory for protected classes and improve and preserve existing homes.

Source: C.1 – Regional Analysis of Impediments (Conclusions)

PROJECT SC.10 MOBILE INTEGRATED HEALTHCARE

Summary: The last hospital in Fremont County closed in 1988, although medical clinics and emergency medical services (EMS) are available in each of the cities as are senior care facilities in Ashton and St. Anthony. Still, as the county with the highest senior and disabled populations in the region, Fremont has the most challenges in meeting the diverse medical needs of its population and could be better served through what is now termed as “Mobile Integrated Healthcare”. This project would upgrade the Fremont County cadre of volunteer EMTs to a more professional, paid level to better staff its clinics, improve communication systems, and identify patient in-home care needs. Formal agreements would need to be negotiated with the three community clinics, public health offices and the large hospitals in Rexburg and Idaho Falls that accept most patient transports. Expanding the role of EMS personnel would foster a more stable healthcare environment in Fremont County, offer pay incentives to retain qualified EMTs and likely reduce long-distance visits to hospital emergency departments. Teton County EMS has already started to pilot this new national program, and lessons could be learned from their one-year experience.



Measure: Regional Interconnectedness

Plan Theme: 2.6 – Provide quality public services to residents, businesses and institutions

RAI Impediment: 5. Access to transportation, education and medical services in the region is limited, disproportionately affecting Hispanic/Latino households, seniors, persons with disabilities and single parent households

Source: C.1 – Regional Analysis of Impediments (Conclusions)

PROJECT SC.11 BUILDING COMMUNITY ACROSS FREMONT COUNTY

SUMMARY: In rural communities, there often are not enough resources or population to justify staff positions for many community organizations. Community services from fire departments to search and rescue, Meals-on-Wheels social programs, libraries, visitor centers, community events, and most community betterment projects



depend on community volunteers to make them happen. While communities in Fremont County have always had difficulty acting in a unified manner, the county-wide social climate seems very divisive at present. Building the capacity for constructive conversations among differing perspectives remains a critical challenge for Fremont County. [Fremont County ED Strategy]

A project of this nature could help build trust and foster positive feelings among the year-round and seasonal residents of Fremont County. Actions could include:

- Host a County Volunteer Week – Organize various groups to hold a week of volunteer activities that are coordinated across Fremont County and then hold a county-wide celebration. Honor the county’s long-time volunteers and involve the schools. Use the week to advertise new volunteer opportunities and target recruitment from part-year residents and retirees. This could include recruiting volunteers for neighborhood revitalization in coordination with Habitat for Humanity.
- Form a County-Wide Endowment – Work with the Idaho Community Foundation to establish a philanthropic fund that would receive tax-deductible gifts to benefit cities in Fremont County or the whole county.

- This could include recruiting volunteers for neighborhood revitalization in coordination with Habitat for Humanity.
- Form a County-Wide Endowment – Work with the Idaho Community Foundation to establish a philanthropic fund that would receive tax-deductible gifts to benefit cities in Fremont County or the whole county.

Measure: Regional Interconnectedness

Plan Theme: 2.4 – Encourage the development and support of high-quality education and community enrichment activities for all ages

Source: E.3 – Fremont Co. Economic Development Strategy (Volunteers & Community Attitude)

PROJECT SC.12 WELCOMING SENIORS

Summary: Research shows that people who move between states upon retirement are wealthier than average senior citizens, are more educated, and more likely to be married. These amenity migrants are diverse in their interests, but a significant portion seeks an active outdoor lifestyle and a climate with four seasons. They are drawn to 1) natural and cultural amenities, 2) a feeling of personal safety, 3) family and friends, 4) friendly, small-town communities with a variety of quality housing options, and 5) a low cost of living. Access to health care is an important consideration. Retirees are often looking for opportunities to volunteer, especially on issues about which they care deeply. [Fremont County Economic Development Strategy]

This project would encourage more seniors to reside full-time or seasonally in all parts of Fremont County using two distinct approaches:

- Organize the “Fremont Ambassadors” – Turn summer residents (snowbirds) into proponents for Fremont County by recruiting them into an Ambassador program. Equip members with materials and talking points that provide a consistent, positive message about their community and Fremont County.
- Explore a new Senior RV Park at the St. Anthony Golf Course – Private RV parks in the Island Park area do fill quickly, often because public campgrounds have a two-week limit for stays, so the demand may exist for more private spaces. A survey and inventory of existing RV parks would be the first step.

Measure: Housing Cost Burden

Plan Theme: 2.4 – Provide access to affordable and suitable housing and create additional diversity in the housing supply in appropriate areas

Source: E.3 – Fremont County Economic Development Strategy (Amenity In-Migrants)

Key Indicators

The following indicators from “Our Distinctive Major Cities” also apply to “Our Small Cities:”

- Employment Diversity
- Development in City Centers
- Roadway Connectivity Index
- Commute Time



**THIS INDICATOR
MEASURES THE
PERCENTAGE OF THE
POPULATION SPENDING
30% OF THEIR INCOME
OR MORE ON HOUSING.**

Why

Housing access and affordability is tied to both income (ability to make a living wage) and housing costs themselves. Housing costs typically include rent or mortgage payments, utilities, insurance, and other maintenance and upkeep costs. When households spend more than 30% of their income on housing costs, the US Department of Housing and Urban Development (HUD) considers these households as "cost-burdened," meaning that their housing costs limit their ability to spend income on other items such as food and transportation.

The availability of housing that is not burdensome in terms of costs is important in retaining and attracting employees and employers. If housing at reasonable costs is not available within communities where employees work, often times they will drive longer distances to find more affordable housing.

Factors such as second homeownership and vacancy rates can influence housing costs in the region. Low vacancy rates mean that housing is in high demand, and few options exist for housing choice. Likewise, vacation or second homes purchased by non-residents can lead to inflated purchase prices. Since many of these second homes sit unoccupied for large portions of the year, they can decrease opportunities for full-time residents to own or purchase a home.

UNITS OF MEASURE

This indicator is measured as a percentage of owner and renter households spending 30% or more of their income on housing costs.

Increasing values could suggest that residents are spending more of their incomes on housing costs due to increasing rental or owner housing prices. Decreasing values could suggest that housing costs are decreasing or that incomes are increasing more than housing costs.

SOURCE

Data for this indicator are available from the American Fact Finder website provided by the US Census Bureau: <http://factfinder2.census.gov>. Data is available by county, and for select cities (census designated places), through the American Community Survey estimates of housing characteristics, within the "selected monthly owner costs as a percentage of household income (SMOCAPI)" and "gross rent as a percentage of household income (GRAPI)" category.



**THIS INDICATOR
MEASURES THE
PERCENTAGE OF
THE POPULATION
ATTAINING DIFFERENT
LEVELS OF EDUCATION.**

Why

Educational attainment reflects the availability and quality of educational facilities and programs in the region. Students who have to travel long distances may be less likely to attend school or pursue higher levels of education, but the increasing availability of online and distance-learning curriculum has the potential to open up new opportunities for remote areas.

Economic development potential and job opportunities are also greatly influenced by educational attainment. Employers typically want to ensure that the skills of the local population align with the jobs offered. Similarly, employment opportunities for residents greatly depends on their education and skill levels.

In tourism-based economies, it is not uncommon for there to be a mismatch between education attainment and the types of jobs available. In many cases, people with higher levels of educational attainment move to resort and tourism-focused communities due to the high quality of life and access to nature and recreation, and then look for job opportunities upon arrival. In such resort and tourism-focused communities, available jobs tend to be in the retail and services sectors, which often require less education than the job seekers possess. This "underemployment" can create many challenges, such as employee turnover and affordability of housing.

UNITS OF MEASURE

This indicator is measured as a percentage of the population with a high school degree or higher and the percentage of the population with a bachelor's degree or higher.

Increasing values could suggest that residents have increasing levels of educational attainment or opportunities for education. Decreasing values could suggest that opportunities for education are limited, not a priority for the population, or that jobs are available in the region that do not require a high school or bachelor's degree.

SOURCE

Data for this indicator are available from the American Fact Finder website provided by the US Census Bureau: <http://factfinder2.census.gov>. Data is available by county, and select cities (census designated places), through the American Community Survey estimates of educational attainment.

Chapter 3.

Vital Connections

Regional Context

Modern public transportation, utility, and telecommunication networks, and health care facilities are among the critical infrastructure needed to retain our residents and attract new businesses to the Teton View Region. A systems approach is needed to ensure that public services and infrastructure can reach those in the most remote corners of our four counties.

BROADBAND SERVICE

The Regional Broadband Study was a HUD-funded study conducted by the City of Rexburg to evaluate what improvements could be



made in Internet speed and connectivity. The broadband study includes recommendations for expanding services in Rexburg and potentially adding strategic links between municipalities. Expansion of the broadband network is a key component of many communities' economic development strategies to help attract new technology oriented businesses. Higher-capacity fiber networks can also support access to quality health care and online educational opportunities. Options for governance of a regional broadband system include the following:

- Regional Partnership – an independent entity formed by interested municipalities.
- Public/Private Partnership – one private sector company partners with localities.
- Broadband Cooperative – similar to electric co-ops in the region where the business is owned by customers who purchase the services.

Jackson, Victor, and Driggs All Move to Complete Streets

The City of Victor collaborated closely with the Idaho Transportation Department (ITD) to a redesign the intersection of Hwy 33 and Hwy 31 to better reflect the community's vision using the complete street concept. Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from transit stations. In the Teton View Region, complete streets must also be catered to the local environment, which can make a "complete street" in the region distinctive from others across the country.



SOURCE: *Victor Complete Streets Presentation.*

Brittany Skelton

The START bus system in Jackson and Teton County, Wyoming, is the largest public transportation system in the region and provides seasonal transportation to recreation areas. The Integrated Transportation Plan seeks to reduce the use of the automobile by decreasing transit headway times, improving regional transit connections, providing connections to recreational destinations, considering the use of managed lanes, and expanding hours to better serve the workforce.



PUBLIC TRANSPORTATION

Through technology, many residents can live where they work. However, for many residents travel is necessary and an integrated and interconnected transportation network is important. In addition to traveling for work residents travel for shopping, medical services, education, cultural events, entertainment, community services, and outdoor recreation. Students, senior citizens, disabled populations, and international visitors are all potential riders who could support an integrated public transit system built on resident and visitor needs. Prepositioning for a future regional public transportation network that would serve residents as well as visitors would be an efficient way to connect the major resorts and national parks within the four-county region.

To support improvements to the region's transportation system, several studies were conducted as part of the 3-year HUD Grant. The Multi-modal Transportation Assessment and Development Strategy emphasizes developing a multi-agency strategy for improving mobility across the 4-county region, whether by foot, bike, car or bus. The proposed strategy outlines initiatives that together lay the foundation for an integrated transportation plan that can be implemented individually by local, state, and federal governments since no regional transportation entity currently exists. Other studies include the Greater Yellowstone-Trail Concept Plan, which provides an action plan for interconnecting trails within a 170-mile corridor throughout the region, and the Wayfinding Signage Project, which developed a wayfinding system for the City of Driggs that can be replicated throughout the region.

ENERGY SOURCES

An assessment of alternative energy sources suited to the region's landscape and climate was also conducted as part of the 3-year HUD Grant. Hydropower has been the electric generator of choice in the Henry's Fork basin, and the basin contains active hydroelectric generating plants, as well as new projects that are actively being pursued. However, there are limits to traditional hydropower development, as federal law prohibits new projects on certain stretches of the Henry's Fork River.

Regional Infrastructure

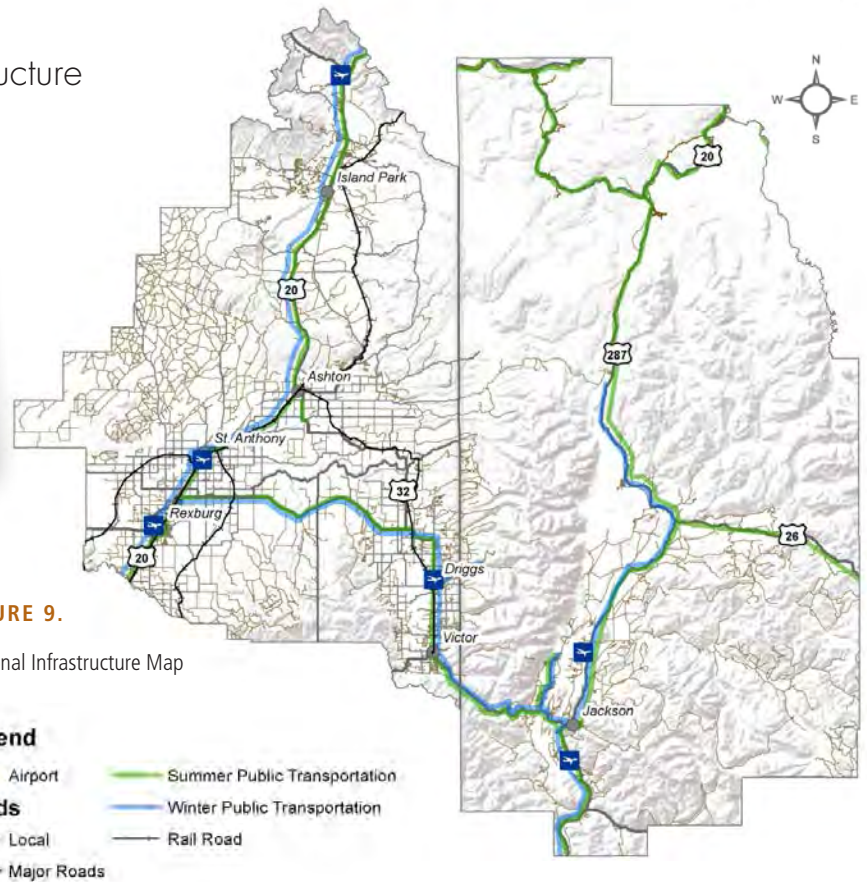
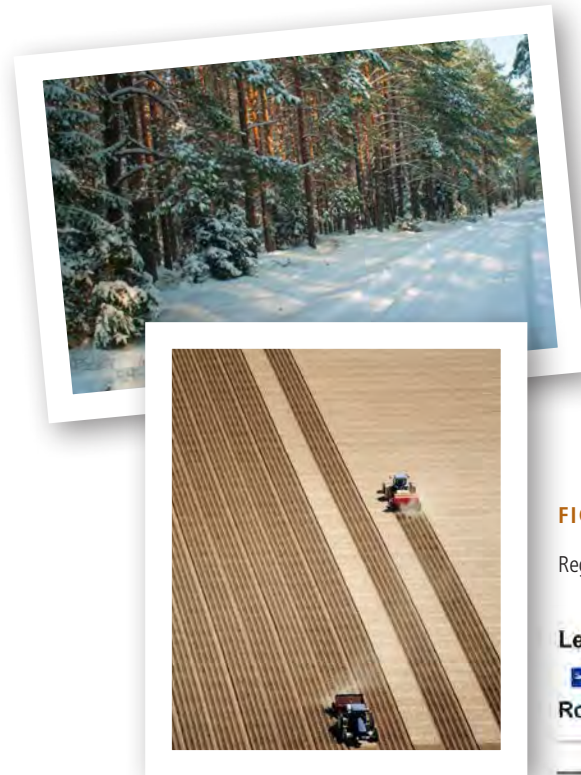


FIGURE 9.
Regional Infrastructure Map

Additionally, minimum stream flow requirements are in place on the Warm River, Teton River, Bitch Creek, and Henry's Fork that can affect the feasibility of new hydropower projects.

HEALTH CARE

A critical component of improving the quality of life of residents is the availability of quality health care. There is demand for additional health care facilities in the region, and new technologies are being considered to help supplement the existing facilities and meet this demand. Technologies such as telemedicine, mobile integrated health care, and online learning sites are all options for improving health care without requiring large public or private investments.

Themes and Strategies

Theme 3.1: Create and maintain safe, well-connected, multimodal transportation networks throughout the region.

The multi-modal assessment was prepared with an emphasis on developing a multi-agency strategy for improving mobility across the 4-county region. A coordinated, connected transportation network that includes trails, roads and transportation hubs can help accommodate the accessibility and mobility needs of residents, visitors, and businesses.

The proposed strategy outlines three separate initiatives that together lay the foundation for an integrated transportation approach that could be implemented individually by local, state, or federal governments, but most effectively in coordination with one another. The initiatives are as follows:

- An incremental approach to developing the region’s public transportation system.
- An integrated, recreational trails network with Complete Streets policies.
- Collaborative marketing of multi-modal transportation.³⁶

Strategies:

- Provide transportation infrastructure to allow the efficient movement of people and goods by increasing connectivity and improving safety on our roadways.
- Integrate alternative modes of transportation, including transit and bicycles, as part of future roadway projects.
- Expand intercity and commuter bus services to improve connectivity between our large and small cities.
- Advance an integrated public transportation network that links the region’s national parks and outdoor recreation areas to city centers, town centers, and transportation and aviation hubs.

- Continually assess existing bus services to ensure ridership is maximized and that the population has good transportation options.
- Partner with private transportation operators (e.g. hotel and airport shuttles) to leverage transportation options for visitors and residents.
- Explore and implement permanent funding opportunities for local and regional multimodal transportation, as well as a larger regional transit authority.
- Continue to develop a local and regional pathway system to connect all communities within the region to each other and adjacent recreational areas.
- Promote development that is of adequate density and design to support the use of alternative modes, including transit.
- Encourage pedestrian and bicycle facilities and infrastructure within and through all new developments.
- Implement new initiatives to “complete our streets” by slowing traffic, adding crosswalks, widening sidewalks, including bike lanes, and, when appropriate, providing access to transit.
- Plan transportation in a holistic fashion by connecting regional trail, transit, and pedestrian facilities.

³⁶ *Yellowstone Consortium. (2013, March 31) Multi-Modal Transportation Assessment.pdf. Retrieved from [Retrieved from https://sustainableyellowstone.org/library](https://sustainableyellowstone.org/library).*

Theme 3.2: Encourage development of distributed, small-scale renewable energy sources, and promote green energy purchasing by regional utilities.

Strategies:

- Encourage and incentivize opportunities for residential and commercial projects to use state of the art construction techniques with energy efficient/renewable technologies.
- Encourage and incentivize the use of alternative energy sources to improve our resiliency.
- Encourage building types, features, and low impact storm water designs that reduce our per capita culinary and irrigation water use.

Theme 3.3: Implement a regional broadband system to improve redundancy, bandwidth, and connectivity.

The internet has become a widespread and integral part of our personal and professional lives. In 2000, there were an estimated 361 million internet users worldwide. By the end of 2011, that number had grown to 2.2 billion users. This represents a 528.1 percent increase, or 1.8 billion new users in less than 12 years, and almost a third of the population worldwide is now online.³⁷

³⁷ *InternetWorldStats.com data*



Creative Energies Solar Array in Jackson

Since 2000, Creative Energies has specialized in designing, engineering, and installing commercial and government renewable energy systems across the US.

This represents a movement toward decentralized and independent energy systems.

From an economic development perspective, reliable and fast internet connectivity is important for attracting the growing number of professionals who are able to work from anywhere, and who chose to live and work in places like the Teton View Region with high quality of life and abundant recreation opportunities. This helps bring money from outside of the region into the region and grow the local economy. However, the region is facing competitive threats from communities that have already begun making broadband infrastructure investments. Other regions,

towns, and cities in Idaho, Wyoming, and elsewhere are already building and operating high performance, low cost fiber networks for public and private benefit.³⁸

Strategies:

- Encourage public/private partnerships among local governments, service providers, schools, public safety agencies, water authorities, major businesses, and health care institutions to assist with attracting businesses in order to lower telecom costs for all partners.

³⁸ Design Nine. (2013). *Rexburg Broadband Recommendations and Findings.pdf*. Retrieved from <https://sustainableyellowstone.org/library>.



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- Create new business opportunities for existing private service providers by allowing public entities to provide only basic infrastructure and transport.
 - Target investments in broadband to promote business growth and job creation.
 - Choose an approach that reduces the cost of telecom services for local governments and businesses, while simultaneously improving service delivery through a shared regional network.
 - Develop a co-location facility and data center for the various public and private fiber and wireless networks to reduce costs by aggregating demand, facilitating additional diverse path routing, and providing off-site data storage for local businesses and institutions.

Theme 3.4: Support a regional recycling program and encourage multi-sector partnerships and policies to improve and promote waste diversion.

As part of the HUD grant, a regional recycling study was conducted in 2014 for a planning period of 2015 through 2030. The study was at a feasibility-level and offers recommendations on ways to improve recycling rates and increase waste diversion within the Teton

View Region. The drivers of the study were to increase recycling on a regional basis, increase the diversion of landfill bound waste, seek long-term cost-effectiveness, and make recycling accessible to all communities. The study revealed that the combined populations of Fremont County, Madison County, Teton County, Idaho, and Teton County, Wyoming, are not large enough to support a full scale material recovery facility (MRF). The collection area for a MRF would need to extend beyond the four counties in order to be economically sustainable. Recycling can play an integral role in the overall sustainability and resilience of the region by providing local jobs, extending the life of our limited landfill space, and preserving our environment.

Strategies:

- Form a network of willing localities and organizations across two states to launch a materials recovery system that is financially feasible, yet retains local decision making. Collaborate broadly to maximize the service area and turn the multi-million dollar missed opportunity into a strong drive for increased diversion and reduced costs.



- Evaluate and encourage waste diversion strategies such as composting of organics and agricultural waste and reuse of construction/demolition materials, in addition to the collection and sale of traditional household recyclables.
- Collect waste generation and diversion data to attract private sector investments, and to monitor progress.
- In the process, verify cost impacts to local governments and waste generators.
- Implement effective outreach to increase recyclables.

Theme 3.5: Provide the necessary level of service and meet or exceed national standards to ensure that public health and safety are ensured.

Strategies:

- Adopt new regulations, ordinances and codes to prevent the unwarranted establishment of hazardous uses in our communities without appropriate and effective mitigation.
- Direct development away from naturally hazardous areas or, where feasible, require site planning or construction techniques to mitigate the hazard.

Jackson Reduce, Reuse, Recycle

Effort is a community focused effort that has promoted recycling and conservation in the community.

- Identify high fire prone areas and minimize risks through thoughtful site selection and vegetation management.
- Continue participation in the National Flood Insurance Program to allow local residents potentially affected by flooding to purchase insurance, while implementing regulations that require the protection of stream corridors, discourage development within the 100 year floodplain, and provide construction standards for any development that is permitted within floodplains.
- Create a greater efficiency through the use of technology for emergency response, fire, and other public services.
- Encourage the development of tele-medicine programs in local and regional hospitals and employ mobile integrated health care approaches for the most rural counties.



Moving Ahead with Common Purpose:

Vital Connections for a Resilient Region

Eight “Better Together” initiatives are presented below that will require the involvement of multiple jurisdictions to ensure long-term success. The initiative rated “most important” by the responding members of the public that also has attracted significant local leadership is BT.7 Regional Systems for Recycling/Materials Recovery. Three of the initiatives related to sustainable, economic development secured near-term local leadership for the next one-to-three years. Four other initiatives will require leadership from the business or nonprofit sector, but have willing local government partners.



Table 7. Better Together (BT) Implementation Priorities

Number	#2 Region-Wide Priority	Willing to Lead/Co-Lead	Willing to Partner	Potential New Partners
BT.7	Regional Systems for Recycling/ Materials Recovery	Teton County, ID Teton County, WY Madison County City of Rexburg	Fremont County	Adjacent counties in Eastern Idaho and Western Wyoming
Local/Micropolitan Near-Term Priorities				
		Willing to Lead/Co-Lead	Willing to Partner	Potential New Partners
BT.1	Teton View Model Development Code: A Regional Tool Kit	Teton County, ID City of Driggs City of Victor	Teton County, WY Ashton Community Foundation	
BT.5	Impact Hubs for Regional Entrepreneurs	City of Victor	Ashton Community Foundation	
BT.6	Regional Equity in Broadband Access	City of Rexburg	Fremont County	Fall River Rural Electric Co-op
Longer-Term Initiatives Seeking Leadership				
		Willing to Partner	Potential New Partners	
BT.2	Regional Housing Initiative/ Housing Information Center	Teton County, ID Teton County, WY Town of Jackson City of Victor Ashton Community Foundation		
BT.3	Efficient and Reduced Emission Travel	Teton County, WY Teton County, ID Town of Jackson City of Victor	Yellowstone-Teton Clean Energy Coalition	
BT.4	Integrated Marketing of Multi- Modal Transportation	City of Driggs		
BT.8	Prospects for Distributed Energy Generation	City of Victor		

Region-Wide Initiatives

Local governments will need to work together to ensure that their land use and housing policies are compatible and that their shared energy, communications, materials recovery and transportation systems are technologically current and maintained to the highest standards.

INITIATIVE BT.1 TETON VIEW MODEL DEVELOPMENT CODE: A REGIONAL TOOL KIT

Summary: This land development code template is designed for city and county governments within the Teton View Region, and should be useful to smaller cities that lack robust planning capacity. It is written to be in full compliance with Idaho statutes and will be reviewed for alignment with Wyoming statutes. Once the document is final, provisions may be adopted into local codes to achieve certain goals in rural, residential, commercial and industrial zoning; site and building design; street and utility improvements; and resource protection. It also features policies that a locality may adopt to incentivize clustering in rural areas or to explore region-based transfers of development rights. The Model Code also is being designed to assist those local governments seeking to certify as sustainable communities under the Greater Yellowstone Framework for Sustainable Development.

Measure: Development in City Centers; Land in Farms; Housing and Transportation Affordability



Plan Theme: 3.1 – Promote managed growth and a healthy economy through investments in town centers, 3.5 – Provide quality public services to residents, businesses and institutions

Source: B – Model Development Code for the Teton View Region

INITIATIVE BT.2 REGIONAL HOUSING INITIATIVE/INFORMATION CENTER

Summary: From a regional perspective, addressing housing needs in any one county will impact a neighboring county... It is, therefore, important that communication occur among the four counties when developing housing policies and addressing housing needs... Discussions about creation of a Regional Housing Initiative could be a first step. [Housing Needs Assessment, Overview – 14]

This proposed initiative would link all existing and proposed housing authorities in the four counties along with related nonprofit organizations under one “Teton View Housing Information Center”. The group could use a centrally-hosted website and newsletters to collaboratively address the following action items recommended in the two housing studies:

- A coordinated resource for renters to locate information about rental properties and options – including low income and market rate rentals – for English and Spanish speaking residents alike
- A Language Access Plan defining Spanish communication practices and exploring opportunities to share interpreter and translation services
- An outreach effort to residents about the availability of ADA accessible and adaptable units and support programs that help households with disabilities afford needed renovations

Improved communication of housing information and high-level coordination of the region’s housing efforts among all Teton View counties would be possible under this initiative. It also could enhance every group’s effectiveness by sharing resources, expertise and lessons learned, thus leading to greater cost efficiencies.

Measure: Housing Cost Burden; Housing and Transportation Affordability; Regional Interconnectedness

RAI Impediment: 4. Persons with disabilities are occupying homes that do not meet their accessibility needs, 8. Information on affordable and market rentals in the region and access to government services for Spanish-speaking residents can be improved

Sources: C.1 – Regional Analysis of Impediments (Conclusions), C.2 – Housing Needs Assessment (Strategy Recommendations)



INITIATIVE BT.3 EFFICIENT AND REDUCED – EMISSION TRAVEL

Summary: This initiative would engage Teton View agencies and local governments in a regional travel-efficiency campaign developed in concert with the Yellowstone-Teton Clean Energy Coalition, which is based in Jackson, Wyoming. As the sole regional designee of the Department of Energy’s Clean Cities program, YTCEC functions as DOE’s on-the-ground advocate for petroleum displacement activities in the Greater Yellowstone region. Elements of a campaign especially designed for the Teton View region could include:

- Green Fleet analyses for local governments that evaluate current fuel use and emissions, and then set goals and objectives for vehicle purchases to deliver greater fleet efficiency
- Rebates for purchase or conversion to Compressed Natural Gas (CNG) vehicles

- Idle-free awareness campaigns in town centers or near schools and college campuses
- Incentives to purchase electric vehicles and/or install charging stations within jurisdictions
- Training programs for EMS personnel to identify and properly manage alternatively fueled vehicles in accident situations
- Expansion of the Clean Cities National Parks Initiative to include National Forest and BLM units
- Advocacy for establishing a midday Upper Valley Connector bus service between Rexburg, Teton Valley and Jackson to complement the current commuter service between Driggs and Jackson.





Measure: Regional Connectedness

Plan Theme: 3.1 – Create and maintain safe, well-connected multi-modal transportation throughout the region

Source: D.1 – Multi-Modal Transportation Assessment (Recommendations)

INITIATIVE BT.4 INTEGRATED MARKETING OF MULTI-MODAL TRANSPORTATION

Summary: More than 40 private, public and nonprofit bus, shuttle and taxi services operate independently across the four Teton View counties with neither their schedules nor marketing efforts well-coordinated across state and county lines. This initiative proposes that local and regional transit authorities, agency mobility managers, and taxi and bus line owners explore formation of a transportation management association (TMA) by to better integrate and market public transportation across the area. Services that a Teton View TMA could conceivably coordinate include:

- Design and financial support of multi-modal hubs in each community
- Online trip planning using Google Maps or similar GPS-based software
- Online ticketing portal
- Cooperative marketing and promotional tools such as regional discount cards
- Research into bus rider archetypes (both resident and visitor) with target market strategies

Measure: Regional Transit Connectivity; Housing and Transportation Affordability

Plan Theme: 3.1 – Create and maintain safe, well-connected multi-modal transportation throughout the region

Source: D.1 – Multi-Modal Transportation Assessment (Chapter 6)

INITIATIVE BT.5 IMPACT HUBS FOR REGIONAL ENTREPRENEURS

Summary: Impact Hubs are part innovation lab, part business incubator, and part community center where entrepreneurs may obtain resources, inspiration, and collaboration opportunities. The impact hub in Jackson, called “Spark Jackson Hole”, is a co-working community of knowledge workers and entrepreneurs whose innovation is inspired by the mountain lifestyle. The hub has a mix of private office, dedicated and shared desk space plus event space supplied to members at a various fee levels. Another type of impact hub is proposed at the Moran Center in Driggs that is intended to house vocational training activities and light manufacturing companies. This initiative would explore the addition of “fab-lab” industrial arts workspaces in the Moran Center, possibly to serve growing interest in Rec-Tech manufacturing of outdoor gear. Expansion of the impact hub concept would also be considered for the smaller cities where such shared, open workspaces might be suitable for arts, local foods and scientific endeavors.

Measure: Employment Diversity; Regional Interconnectedness

Plan Themes: 2.1 – Create local, living-wage jobs and strengthen each city’s diverse business climate, 2.3 – Employ economic development strategies that support entrepreneurs, create living-wage jobs, and strengthen each city’s overall business

Sources: E.2 – Teton County Economic Development Plan (Business Recruitment & Development), E.3 – Fremont County Economic Development Plan (Entrepreneurship Development)

INITIATIVE BT.6 REGIONAL EQUITY IN BROADBAND ACCESS

Summary: This initiative would implement the recommendations of the Regional Broadband Study sponsored by the City of Rexburg as it sought ways to improve connection speeds in the underserved areas in Eastern Idaho. The proposed approach most accepted by prospective participants is creating an open, multi-service fiber network that would operate on a wholesale basis across the Teton View region. By not operating in the retail arena, the “last mile” services to individual business or household customers would still be competitively sought by private companies.

However, all would benefit from the system redundancies, and colocation facility and data centers offered by an expanded, open network. This concept should be attractive to those who could profitably lease their excess fiber capacity and it could spur creation of a consumer cooperative that might seek lower-priced Internet choices. The initiative would start with the formation of an Open Network Exploratory Team to revisit the options presented in the regional study.

Measure: Broadband Connectivity

Plan Theme: 3.3 – Implement a regional broadband system to improve redundancy, bandwidth and connectivity

Source: F.2 – Regional Broadband Study

INITIATIVE BT.7 SYSTEMS FOR RECYCLING AND MATERIALS RECOVERY

Summary: The referenced study outlines the next steps for the region’s localities to rectify the \$4.8M/year missed opportunity in separating out valuable recyclables through a state-of-the-art materials recovery facility (MRF). Although diverting recyclables from the landfill should be key cost-savings component of any public works department, interest in a forming a regional recycling organization has been weak across the four counties. As a result, Teton County, Wyoming – that recently adopted a Zero-Waste Resolution – may lead the way in forming a multi-sector partnership

with their adjacent counties to install the first MRF in the Teton View region. Because the City of Rexburg and BYU-Idaho also are currently engaged in recycling, those in Madison County would be logical proponents if public works directors across Eastern Idaho desire to divert more materials away from the landfill in Jefferson County.

Measure: Regional Interconnectedness

Plan Theme: 3.4 Design a multi-sector materials recovery program that advances recycling, composting and other waste diversion strategies in cooperation with neighboring counties in Idaho and Wyoming

Source: F.1 – Regional Recycling Study – Recommendations



INITIATIVE BT.8 PROSPECTS FOR DISTRIBUTED ENERGY GENERATION

Summary: In 2012 a high-level assessment was made of those alternative energy sources that could feasibly be developed within and for the counties in the Teton View region. This initiative would study in greater depth the following renewable energy priorities identified in the study and what model code provisions would allow for or encourage their development:

- Neighborhood and community photovoltaic (PV) solar prospects were the #1 priority
- Small wind turbines were found to be well-suited for rural areas in all four counties
- Geothermal – a binary system was recommended with new options for greenhouse near Newdale
- Micro Hydroelectric – Nearly 200 potential sites with under 100kw generating capacity were identified within the three Idaho counties
- Biomass – there were mixed reports on economic viability to use available forest resources

Measure: Regional Interconnectedness

Plan Theme: 3.2 – Encourage development of distributed, small-scale renewable energy sources, and promote green energy purchasing by regional utilities

Sources: F.3 – Renewable Energy Feasibility Study, F.4 – Best Practices Analysis – Green Economy

Key Indicators

The following indicators apply to Vital Connections:

- Regional Transit Connectivity
- Broadband Connectivity
- Wildland Urban Interface Development





Why

The region's communities are interconnected with residents and visitors frequently traveling throughout the region to access housing, jobs, services, and recreation. Most of these trips are made in personal automobiles, but regional transit service is in high demand.

Regional transit service allows residents and visitors to spend less of their time and money on driving, and also enables non-drivers to travel throughout the region. Moreover, transit service helps reduce the strain on the region's infrastructure and environment caused by an abundance of personal automobiles and frequent trips.

Direct routes that connect major destinations are one element of a successful regional transit system. Additionally, the frequency of service is another element that factors into transit system success. Not only do people need to be connected to the locations that they wish to reach, but they need to be able to do so at reasonable times throughout the day, week, and year. Some routes may be most successful with seasonal variations to accommodate changing visitor and employee needs, whereas others may need to be fixed schedules with higher frequencies at peak periods.

**THIS INDICATOR
MEASURES THE TRANSIT
SERVICE PROVIDED
WITHIN THE REGION.**

UNITS OF MEASURE

This indicator is measured in total service miles, which is calculated by multiplying total miles of regional/intra-city transit service routes by the total number of service trips per 24 hour period.

Increasing values for this indicator could mean that the number or length of regional transit routes is expanding, or that the frequency of service is increasing. Decreasing values could mean that the number or length of routes was reduced, or that the frequency of service declined.

SOURCE

Data for this indicator are available from regional transit providers, including Southern Teton Area Rapid Transit (START, see <http://www.startbus.com/>) and Targhee Regional Public Transportation Authority (TRPTA, see <http://www.trpta.org/>).



**THIS INDICATOR
MEASURES THE
BROADBAND
AVAILABILITY.**

Why

Integration of and access to broadband and information technology is important for economic growth and regional communications purposes. Not only is access to broadband internet service (wireless or wireline) significant, but so are the connection speeds and technologies used.

Broadband connectivity is especially important at community anchors, such as schools, colleges, libraries, and government facilities. It is also an important consideration in many businesses and industries, including health care, public safety, transportation, and logistics. Household broadband connectivity is becoming increasingly important as well, especially household with school-age children and home-based businesses.

Because of the regional nature of the Western Greater Yellowstone economy, coordination between providers and across technologies is necessary to ensure that broadband gaps or complications do not exist due to jurisdictional boundaries.

UNITS OF MEASURE

This indicator is measured as a percent of the population within each jurisdiction with a broadband download speed of at least 25 megabytes per second (Mbps). According to the National Broadband Map, at a speed of 25 Mbps, a typical consumer download experience would be:

- Book (1 MB in size) - 0.2 seconds
- Song (4 MB in size) - 0.6 seconds
- Movie (6144 MB in size) - 16 minutes

As of December 31, 2013, approximately 83.8% of the country has access to download speeds of at least 25 Mbps.

Increasing values for this indicator suggest investment in and increased access to broadband infrastructure. Decreasing values would suggest reduction in service availability or possibly shifts to other emerging technologies.

SOURCE

Data for this indicator are available from the National Broadband Map (see: <http://www.broadbandmap.gov/>).



Why

The wildland-urban interface, or WUI, is any area where human-made improvements are built close to, or within, natural terrain and flammable vegetation, and where high potential for wildland fire exists. Wildfires are a natural part of the region’s ecosystems and help restore and maintain healthy forests.

Development activity in the WUI presents risks due to the potential for wildfire. This indicator measures how much development has occurred in the WUI. While the majority of the WUI in the region is undeveloped, significant costs arise from protecting structures in WUI areas when wildfires occur.

While efforts to establish defensible space around existing structures in the WUI are helpful in reducing potential losses due to wildfire, proactive planning and policies limiting new development in WUI areas may present greater benefits in terms of reducing future firefighting costs.

UNITS OF MEASURE

This indicator is measured as a percentage of the defined Wildland Urban Interface area that is developed. According to Headwaters Economics, “across the West, 84% of the WUI is currently undeveloped.”

Increasing values for this indicator could mean that development is occurring within the WUI, placing homes and businesses at greater risk of wildfire potential. Decreasing values for this indicator could suggest that structures have been removed from the WUI, or that the WUI was redefined to encompass a smaller area.

SOURCE

Data for this indicator are available from city and county GIS records and fire mitigation plans. It is calculated by determining the total estimated developed area within the WUI and dividing that by the entire WUI area.

Estimated county-level data is also available as an interactive map from Headwaters Economics (see: <http://headwaterseconomics.org/interactive/wui-development-and-wildfire-costs>).

**THIS INDICATOR
MEASURES
DEVELOPMENT LOCATED
IN FORESTED OR
DEFINED WILDLAND
URBAN INTERFACE
(WUI) AREAS.**